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# Hongkong Daily Press.

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No. 21,938 號捌廿百捌仟壹萬貳第 日肆廿月伍辰戊 HONG KONG, WEDNESDAY, JULY 11th, 1928. 叁拜禮 日壹拾月柒年八廿百九仟壹英 PRICE: \$3 PER MONTH

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

#### UP TRAINS

| STATIONS           | O     |       |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |      |      |      |
|--------------------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|------|------|
|                    | No. 2 | No. 9 | No. 10 | No. 11 | No. 12 | No. 14 | No. 16 | No. 23 | No. 18 | No. 24 | No. 25 | No. 26 | No. 27 | No. 28 | No. 29 | No. 30 | No. 31 | No. 32 | No. 33 | No. 34 | No. 35 | No. 36 | No. 37 | No. 38 | No. 39 | No. 40 | No. 41 | No. 42 |      |      |      |
|                    | A.M.  | A.M.  | A.M.   | A.M.   | A.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M.   | P.M. |      |      |
|                    |       |       | *      |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |      |      |      |
| Kowloon ...Dep.    | 8.40  | 8.05  | 8.30   | 9.10   | 10.00  | 12.15  | 1.15   | 2.35   | 3.00   | 4.30   | 5.45   | 7.30   | 8.45   | 9.15   | 10.00  | 10.15  | 1.15   | 2.35   | 3.00   | 4.30   | 5.45   | 7.30   | 8.45   | 9.15   | 10.00  | 10.15  | 1.15   | 2.35   | 3.00 | 4.30 | 5.45 |
| Yauwatt ...Dep.    | 8.49  | 8.14  | 8.39   | 9.19   | 10.09  | 12.24  | 1.24   | 2.44   | 3.09   | 4.39   | 5.54   | 7.39   | 8.54   | 9.24   | 10.09  | 10.24  | 1.24   | 2.44   | 3.09   | 4.39   | 5.54   | 7.39   | 8.54   | 9.24   | 10.09  | 10.24  | 1.24   | 2.44   | 3.09 | 4.39 | 5.54 |
| Shatin ...Dep.     | 7.01  | 7.16  | 7.41   | 8.21   | 9.11   | 9.26   | 1.26   | 2.46   | 3.11   | 4.41   | 5.56   | 7.41   | 8.56   | 9.26   | 10.11  | 10.26  | 1.26   | 2.46   | 3.11   | 4.41   | 5.56   | 7.41   | 8.56   | 9.26   | 10.11  | 10.26  | 1.26   | 2.46   | 3.11 | 4.41 | 5.56 |
| Tai Po Market Dep. | 7.15  | 7.30  | 7.55   | 8.35   | 9.25   | 9.40   | 1.40   | 3.00   | 3.15   | 4.45   | 6.00   | 7.45   | 9.00   | 9.30   | 10.15  | 10.30  | 1.40   | 3.00   | 3.15   | 4.45   | 6.00   | 7.45   | 9.00   | 9.30   | 10.15  | 10.30  | 1.40   | 3.00   | 3.15 | 4.45 | 6.00 |
| Tai Po ...Dep.     | 7.30  | 7.45  | 8.10   | 8.50   | 9.40   | 9.55   | 1.55   | 3.15   | 3.30   | 4.55   | 6.10   | 7.55   | 9.10   | 9.40   | 10.25  | 10.40  | 1.55   | 3.15   | 3.30   | 4.55   | 6.10   | 7.55   | 9.10   | 9.40   | 10.25  | 10.40  | 1.55   | 3.15   | 3.30 | 4.55 | 6.10 |
| Fanning ...Dep.    | 7.30  | 7.45  | 8.10   | 8.50   | 9.40   | 9.55   | 1.55   | 3.15   | 3.30   | 4.55   | 6.10   | 7.55   | 9.10   | 9.40   | 10.25  | 10.40  | 1.55   | 3.15   | 3.30   | 4.55   | 6.10   | 7.55   | 9.10   | 9.40   | 10.25  | 10.40  | 1.55   | 3.15   | 3.30 | 4.55 | 6.10 |
| Shuangshui ...Dep. | 7.35  | 7.50  | 8.15   | 8.55   | 9.45   | 10.00  | 2.00   | 3.20   | 3.35   | 5.00   | 6.15   | 8.00   | 9.15   | 9.45   | 10.30  | 10.45  | 2.00   | 3.20   | 3.35   | 5.00   | 6.15   | 8.00   | 9.15   | 9.45   | 10.30  | 10.45  | 2.00   | 3.20   | 3.35 | 5.00 | 6.15 |
| Shumshun ...Arr.   | 7.41  | 8.45  | 9.13   | 10.10  | 10.58  | 1.14   | 2.12   | 3.20   | 3.40   | 5.29   | 6.41   | 8.37   | 9.41   | 10.10  | 10.58  | 1.14   | 2.12   | 3.20   | 3.40   | 5.29   | 6.41   | 8.37   | 9.41   | 10.10  | 10.58  | 1.14   | 2.12   | 3.20   | 3.40 | 5.29 | 6.41 |
| Canton ...Arr.     | —     | 12.40 | —      | 5.38   | —      | —      | —      | —      | —      | —      | —      | 7.26   | —      | —      | —      | —      | —      | —      | —      | —      | —      | —      | —      | —      | —      | —      | —      | —      | —    | —    | —    |

#### DOWN TRAINS

| STATIONS              | No.1<br>A.M. | No.3<br>A.M. | No.7<br>A.M. | No.8<br>A.M. | No.15<br>A.M. | No.17<br>P.M. | No.19<br>P.M. | No.21<br>P.M. | No.23<br>P.M. | No.25<br>P.M. |
|-----------------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Canton ...Dep.        | —            | —            | —            | 8.05         | —             | —             | —             | —             | —             | 8.30          |
| Shumshun ...Dep.      | 7.18         | 8.05         | 10.35        | 11.49        | 11.56         | 2.38          | 4.39          | 5.49          | 6.45          | 7.04          |
| Shuangshui ...Dep.    | 7.25         | 8.12         | 10.42        | —            | 12.03         | 3.05          | 4.48          | 5.58          | 6.52          | —             |
| Fanning ...Dep.       | 7.30         | 8.16         | 10.47        | —            | 12.07         | 3.10          | 4.50          | 6.00          | —             | —             |
| Tai Po Market ...Dep. | 7.40         | 8.26         | 10.57        | —            | 12.13         | 3.21          | 5.00          | 6.10          | —             | —             |
| Tai Po ...Dep.        | 7.44         | 8.31         | 11.01        | —            | 12.23         | 3.26          | 5.04          | 6.15          | —             | —             |
| Shatin ...Dep.        | 7.57         | 8.44         | 11.14        | —            | 12.36         | 3.39          | 5.17          | 6.28          | —             | —             |
| Yauwatt ...Dep.       | 8.11         | 8.56         | 11.28        | —            | 12.48         | 3.51          | 5.29          | 6.40          | —             | —             |
| Kowloon ...Arr.       | 8.17         | 9.03         | 11.33        | 12.29        | 12.54         | 3.57          | 5.35          | 6.45          | 7.28          | 7.44          |

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From Macao: 8 A.M. & 2 P.M. (Week days only)

#### CURTAINED SAILINGS:—

WEDNESDAY, 11th JULY, 1928.

8 A.M. No Sailing to Macao. 2 P.M. No Sailing from Macao.

#### EXCURSION TO MACAO.

SUNDAY, 12th JULY, 1928.

Hong Kong to Macao: 9.00 A.M. "SUI AN"

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## THE PRIMATE'S SUCCESSOR.

### BISHOP OF OXFORD IN THE LIST.

#### AN APPOINTMENT BEFORE NEXT SPRING.

London, June 30th.

The retirement of Dr. Davidson, the Archbishop of Canterbury, is now regarded as only a matter of time by those who are in the best position to know.

The Archbishop has already announced that he will not preside over the next Lambeth Conference, which takes place in July, 1930. It is regarded as certain that he would give his successor at least 18 months to prepare for the conference. This would mean that the Archbishop's retirement would take place next February or before.

Dr. Davidson will celebrate his golden wedding in November, and there is this additional personal reason for carrying on for the next few months, apart from the interest of assisting in a decision as to the Church's policy regarding the new Prayer Book. The steps to be taken when the Archbishop retires are somewhat vague, as there is no precedent to go by. It is possible, however, that the Archbishop will submit a number of names to the Prime Minister for submission to the King.

The name of Dr. Strong, Bishop of Oxford, is being mentioned in Church circles as a possible successor, to the Archbishop. Dr. Lang, the Archbishop of York, and the Bishops of Manchester (Dr. Temple) and Durham (Dr. Hensley Henson) have also been mentioned.

## ANOTHER GREAT STORES DEAL.

### SUCCESS OF A YOUNG MAN.

Another amalgamation of great business interests in the realm of the London retail stores has taken place.

Messrs. Swears and Wells, the furriers of Oxford-street, have acquired the business of Messrs. Gooch, the outfitters of Knightsbridge, and also that of the Cavendish House Company, Cheltenham, one of the finest concerns of its kind in the West of England.

These flourishing businesses will henceforth be controlled from Oxford-street, with Mr. Cyril J. Ross (chairman of Swears and Wells) at the head.

It is provisionally announced that the popular daughter of a peer famous in the realm of politics has been engaged to preside over certain departments at Gooch's establishment, where she will have her own salon and be present daily to advise clients.

#### Organiser Of 34.

Mr. Cyril Ross, the organiser behind this great amalgamation, is a young man thirty-four years of age. "It is our aim," he said to a Daily Express representative, "to establish important branches at all leading provincial towns. We have already establishments at Manchester, Southampton, Leeds, Bristol, Brighton and Southsea."

He is keen on the advancement of merit irrespective of priority of years and service. "All the heads of my departments are young men," he said. "Red tape and such things as promotion by age have no part in our scheme of things. Ability and merit are what count."

"Once, a boy who operated the lift suggested to me that the work he was doing was not a real man's job, and he thought he was quite competent to handle the keeping of stock records."

"The lad was quite serious. We gave him his chance. He is now the head of a department which tabulates results and provides statistical information."

## COSTS AGAINST THE POLICE.

### MISTAKE IN MAKING AN ARREST.

#### ALIBI PROVED.

Ten guineas costs were allowed against the police by Mr. Gill, the Westminster magistrate on June 14th, when he dismissed a remanded charge against Leonard Henry Langham, aged thirty-nine, salesman, of Longfield, Great Bookham, Surrey, of loitering for the purpose of betting at Knightsbridge.

The evidence of two policemen was that Mr. Langham was seen, at about 1.20 p.m. on Derby Day, to receive a slip from a man in the street. The man had been seen to write "Sunny Trace" on a slip—a police sergeant in plain clothes looking over his shoulder the while—before handing it over.

Then, it was said, Mr. Langham went into a public house where another man gave him a ten-shilling note wrapped in a piece of paper. When he left the public house Mr. Langham visited a tobacconist's, bought some cigarettes, and was arrested on leaving.

#### Denial Of Betting.

He at once denied the suggestion of betting, saying that a mistake had been made. Nothing was found on him relating to the charge, and a number of witnesses were called who said that Mr. Langham was with them in a public house at the time the police said they had him under observation.

Mr. Gill said he thought a mistake had been made.

Mr. John Busse (hairdresser), "defending, asked for costs and said that gross negligence had been shown by the police. Mr. Langham was a man of unblemished reputation. Mr. Busse asked the magistrate to mark his disapproval of the way in which the case had been brought.

Mr. Barker (for the police) said the mistake, if there had been one, was an honest one.

Mr. Gill said a mistake had been made, and he thought Mr. Langham ought to be indemnified—at any rate, to some extent—against his loss.

The magistrate allowed costs as stated.

## CONNOISSEUR THIEVES AT WORK.

### SILVER TAKEN FROM COUNTRY HOUSES.

#### MOTORING GANG.

London, June 14th.

A gang of thieves touring in a motor-car, and specialising in the theft of antique silver, is believed to be responsible for an unusual number of robberies.

Early yesterday morning thieves raided Northbrook House, Bentley, Hampshire, the residence of Mr. John Pyne, and stole silver and other articles valued at about £200.

Shortly after midnight a motor-car containing four men, was seen to stop near the house. It was then driven away, but returned a few hours later.

Passing motorists saw three men working at the car and singing, and one offered help, which was courteously declined. Meanwhile, a fourth man is believed to have forced the shutters of the library window and ransacked the dining-room and drawing-room. Flying Squad detectives are searching for the car in London, as it was last seen heading in that direction.

Two robberies investigated by the Berkshire police occurred within a short distance of each other. On Tuesday a quantity of silver was taken from The Knowle, Tilehurst, the residence of Mr. E. Vernon, while the owner was absent and the household staff were asleep. The Shrubbery, Burghfield Bridge, near Reading, the residence of Mr. W. G. C. Wyde, was also entered and the "valuables stolen included medals, orders, and decorations of sentimental value."

Last Friday a house near Ascot owned by Col. Montague Brown was entered, and rings, bangles, and necklaces were stolen.

A member of a firm of insurance assessors said: "Silver articles, particularly antique silver, are hard to sell at good prices, and it is believed that most stolen silver is melted down before being disposed of."

## DIARY OF EVENTS.

### To-day.

(July 11th.)

Queen's Theatre: "A Little Journey."

World Theatre: "Wages of Virtue."

Star Theatre: "Wild Wild Susan."

Ten Dance: H.K. Hotel, 4.30 p.m.

Principal Mails:—Outward: Europe via Marseilles (Hector), 10.30 a.m.

### Thursday.

(July 12th.)

Queen's Theatre: "Mother Machree."

World Theatre: "Upstage."

Star Theatre: "Women Love Diamonds."

Ten Dance: H.K. Hotel, 4.30 p.m.

Principal Mails:—Inward: Europe via Negapatam, Letters only (Kidderport). Outward: Europe via Siberia (Sui Yang), 6 p.m.

### Friday.

(July 13th.)

Christian Fellowship Meeting: Helena May Institute, 10.30 a.m.

Queen's Theatre: "Mother Machree."

World Theatre: "Upstage."

Star Theatre: "Women Love Diamonds."

Ten Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Baseball:—Senior Division, Dragons v. Philippines Club; Junior Division, South China Scouts v. St. Joseph's.

Tennis:—Second Division, Chinese R.C. v. Nippon Club; Craigower v. Indian R.C.; Kowloon C.C. v. Royal Engineers; M.B.K. v. University; Hong Kong C.C. v. South China; Third Division, Kowloon Indians v. R.A.O.C.; Kennedy Road v. South China; Nippon Club v. Chinese "A"; Indian R.C. v. Kowloon C.C.; Chinese "B" v. Recreation "B"; Civil Service v. Recreation "A"; Y.M.C.A. v. Hong Kong C.C.

Principal Mails:—Outward: Europe via Marseilles (Kamo Maru), 9.30 a.m.; Europe via Siberia (Cardiganshire), 6 p.m.

### Sunday.

(July 15th.)

Sixth Sunday after Trinity. St. Swithin.

Baseball:—Senior Division, H.K.B.C. v. U.S. Navy; Junior Division, Kiora v. Y.M.C.A.

Ten Dance: H.K. Hotel, 4.30 p.m.

Principal Mails:—Inward: Europe via Negapatam, papers only (Hong Hua).

### Monday.

(July 16th.)

Ten Dance: H.K. Hotel, 4.30 p.m.

Tuesday. (July 17th.)

Ten Dance: H.K. Hotel, 4.30 p.m.

Principal Mails:—Outward: Europe via Marseilles (Anger), 2.30 p.m.; Europe via Siberia (Andre Lebou), 12.30 p.m.

### Wednesday.







## ST. FRANCIS HOTEL

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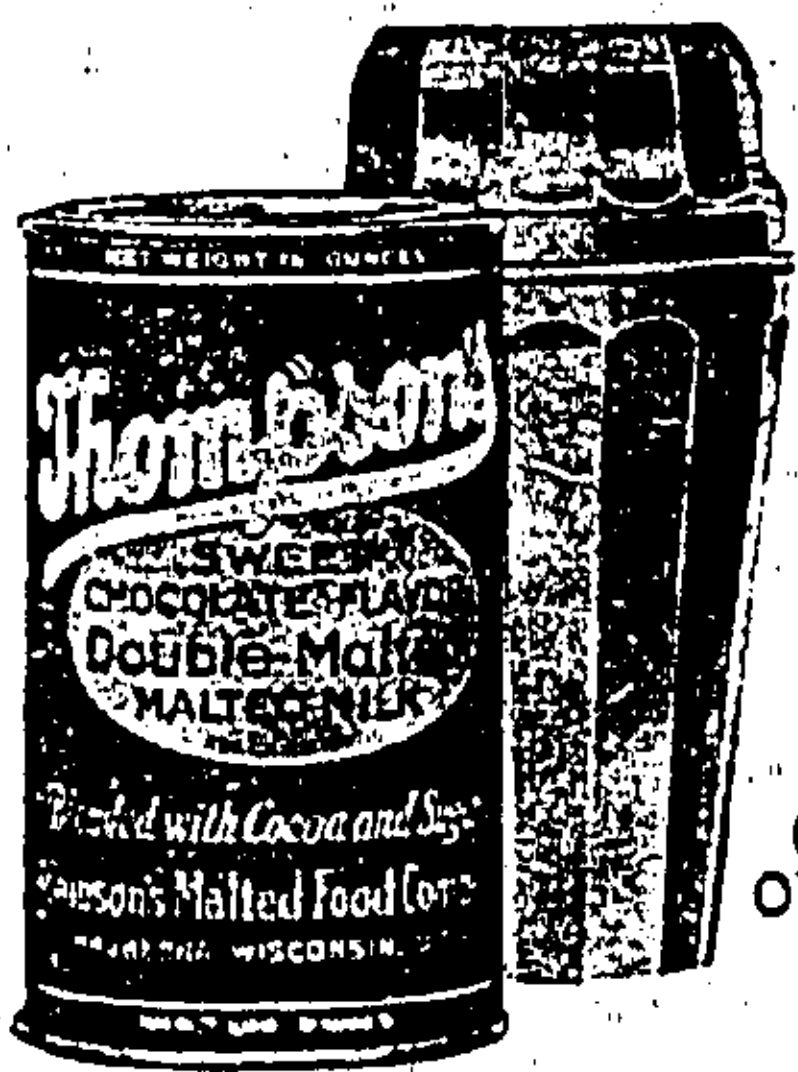
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take is pure, nourishing and easily digested.

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WRONG.

£600 DAMAGES.

Miss Bella Reid, of Elthiron-  
road, Parson's Green, Fulham,  
S.W., claimed damages for alleged  
breach of promise of marriage  
from Mr. Frank Gray, of  
Piccards House, Bridge-street,  
Guildford, Surrey, before Mr.  
Justice Hawke and a common jury.  
Sir Henry Maddocks, K.C., for  
Miss Reid, said that she was now  
aged 36. Mr. Gray, who was 60,  
was a retired captain in the Mer-  
chant Service, with considerable  
means.

Miss Reid, who was then employ-  
ed as companion to a woman, first  
met Mr. Gray in 1915 on a voyage  
from India to England, she being  
23 and he a widower of 47. He  
proposed to her, but she refused  
him.

In 1918 they met in London by  
appointment and he introduced her  
to his two daughters—"two very  
nice girls," said Sir Henry. She  
ultimately learned that he had  
married again. In 1926 he wrote  
stating that he was obtaining a  
divorce.

In December of that year he  
wrote to her in America saying  
that at long last he was a free  
man. "I am not a young man,"  
he wrote, "but I do want the com-  
panionship of a good woman like  
yourself. It sounds like a business  
proposition writing in this man-  
ner. . . . You never told me whether  
you are domesticated and capable  
of managing a home of your own.  
Tell me in your next."

In another letter he wrote: "My  
dearest old girl, I am looking  
forward anxiously for a re-  
ply to my last letter asking  
if you are prepared to  
look after your old man for the  
rest of his life, care for him, keep  
his feet warm." He underlined  
the following passage: "Try me,  
Bella, and I will not fail you in  
any respect."

"Wink."

In reply to this she wrote to say  
she would marry him.

Miss Reid returned from the  
United States to marry Mr. Gray.  
She visited him at Guildford and  
thought he was rather too  
familiar terms with his house-  
keeper. He told her not to pay  
attention to that, and to call the  
housekeeper "Wink."

Giving evidence, Miss Reid said  
that Mr. Gray met her in his  
motor-car and drove her to Guild-  
ford, where he had a very nice de-  
tached house furnished with won-  
derful taste. In every room there  
was a picture of a woman. He  
gave her to understand it was the  
picture of his mother, but she later  
saw that it was a picture of his  
housekeeper.

He addressed the housekeeper in a  
most intimate manner. Later he  
wrote saying he had given the  
housekeeper notice, and it was ar-  
ranged that he and Miss Reid  
should be married in a few days.  
He, however, called on her at her  
sister's and told her that the mar-  
riage was "absolutely off." He  
gave his health as a reason. She  
suggested she should act as his  
housekeeper until he was well  
enough to marry, but he would not  
consent.

Later she called at his office at  
Guildford, he being in business as  
a builder and contractor, and re-  
minded him that she had given up  
her position in the United States  
and said that if he did not give  
her a doctor's certificate showing  
the state of his health she would  
go to law. He said that if she took  
legal proceedings he would shoot  
himself.

Cross-examined by Mr. Wilfrid  
Lewis, Miss Reid said she had no  
receipts for the £220 she had spent  
on clothes and in respect of which  
she was claiming special damages.  
Mr. Gray had told her not to spend  
a great deal of money on clothes.

Mr. Lewis: You did yourself  
pretty well on dresses—eight pre-  
vious to leaving America?—Yes, I  
left America in the heat of June  
and I had to have four white  
dresses for day wear.

Offer After Writ.  
Mr. Lewis: Why did you refuse  
to marry Mr. Gray when he offered  
through his solicitors after the  
issue of the writ—I wanted a doc-  
tor's certificate, as proof of his  
health. I wanted my life made  
safe in his keeping.

Mr. Gray, in evidence, said he  
considered that to have married  
Miss Reid in his then condition  
would have been a criminal act.  
The offer to marry her he later  
made through his solicitors was  
perfectly bona fide.

(Continued on next Column).

HONG KONG POLICE  
RESERVE.

[ORDERS BY THE HON. MR. E. D. C.  
WOLFE, C.M.G., CAPTAIN-SUPER-  
INTENDENT OF POLICE.]

Police Training School.  
The weekly classes for Police  
Reservists at the Police Training  
School, Kowloon, will be held on  
Wednesday, July 11th, at 8 p.m.  
sharp. All members of the Chinese  
and Indian Companies who have  
not yet passed Part II of Training  
Course must attend.

## Squad Drill.

All recruits of the Chinese and  
Indian Companies, and of the  
Flying Squad will parade at Central  
Police Station on Thursday, July  
12th, at 5.30 p.m. sharp for Squad  
Drill under Sergt. Condon. Dress:  
Muff.

## Chinese Company.

Advanced men of the Chinese  
Company to be detailed by the  
O.C. will parade at the Police  
Training School, Kowloon, on Wed-  
nesday, July 11th, at 6 p.m. sharp  
for Extended Order and Baton  
Drill under Inspector Paterson.  
Dress: Multi, rifle, side-arms, and  
truncheon to be carried.

## Indian Company.

Strength: Constable R230 R. P.  
Ghote is permitted to resign as  
from June 30th.

## Flying Squad.

Leave: Constables R304 Lam  
Chung Mow, R305 Lo Shiu Wah,  
and R344 Poon Lok Chi have been  
granted one month's leave of ab-  
sence from the Colony commencing  
July 8th.

The weekly instructional patrol  
of the Hong Kong Section will take  
place on Thursday, July 12th. Fall  
in at Central Police Station at 5.15  
p.m. sharp. Dress: Khaki uniform.

Sharpshooters' Company.  
Revolver practice will be carried  
out at Kennedy Road Range on  
Wednesday, July 11th, at 5 p.m.  
Members will assemble at the range  
at that time with their revolvers,  
belts and holsters.

(Sgd.) W. KENT, A.S.P.,  
Adjutant,  
Hong Kong, July 10th, 1928.

## NO MARRYING UNDER 21.

WOMEN'S CONGRESS  
PROPOSAL.

The conference of the Women's  
Co-operative Guild at Plymouth  
ended on June 14th.

The age of marriage was one sub-  
ject discussed. It was stated that  
Great Britain and the Dominions  
were among the group of countries  
with the lowest marriage age. It  
was asked at first that the age  
should be raised to 16 for girls in-  
stead of 14 and 18 for boys instead  
of 16, but it was decided after  
heated discussion to pass a resolu-  
tion asking the Government to  
raise the legal age of marriage to  
21 for both sexes, as it was said  
the young people under that age  
knew very little of the meaning of  
marriage. This resolution was  
passed unanimously.

At the request of Sir Henry  
Maddocks, Mr. Gray wrote down  
the name of the disease from which  
he suffered, and the paper was  
shown to the jury.

Further cross-examined, Mr. Gray  
said he did not get on affectionate  
terms with Miss Reid when they  
met on board ship in 1915.

Sir Henry asked him how he re-  
conciled that answer with a letter  
of his to Miss Reid at the time,  
saying:

Of course, you are quite right  
in what you say about mothers  
liking to see the man their daugh-  
ters are to marry.

I am certain I could convince  
your mother there is not another  
man in the world she could choose  
better than I am.

This is, of course, blowing my  
own trumpet.

Mr. Justice Hawke: That sounds  
rather as if you contemplated mar-  
riage?—It does, but I have no re-  
collection of it.

Sir Henry: Your letter goes on:  
"I should also explain—it was not  
her I was asking to marry but her  
daughter Bella."

"I think most girls like to be  
asked to be married at least once  
in a lifetime."

The Housekeeper.

Mr. Gray said that he had not  
the faintest recollection of it.

Miss Reid's offer to be his house-  
keeper till he was fit to marry was  
an attempt to nail him down.

She insisted on conditions he  
could not agree to, including the  
discharge of his housekeeper.

Sir Henry: Did you expect to  
keep a wife and a housekeeper?  
Many men keep a housekeeper as  
well as a wife.

Were you contemplating retain-  
ing the housekeeper if you married  
Miss Reid?—Yes.

The jury found a verdict for  
Miss Reid, assessing damages at  
£2000. Judgment accordingly, with  
costs.

THE WORLD'S AIR  
PROGRESS.

BATTLE FORCES.

THEIR ADMINISTRATION AND  
FUNCTIONS.

[BY LORD THOMSON (FORMERLY  
BRITISH MINISTER FOR AIR).]

Although the World War gave an  
immense impulse to aviation; one  
feature of its aftermath may quite  
conceivably have an opposite effect.  
That feature is the dependence of  
the aircraft industries in the prin-  
cipal victorious belligerent States  
on orders for military machines.  
In Great Britain, France, Italy, and  
the United States, and probably in  
Russia, the demand for these is far  
greater than it is for commercial  
aircraft, and, naturally, the indus-  
tries concerned are organised so as  
to supply it.

## Performance And Design.

As a consequence, an unduly large  
proportion of the time and money  
of designers and constructors in all  
these countries is devoted to the  
production of machines, fitted with  
powerful engines, capable of high  
speed at altitudes of 10,000 or 15,000  
ft., and handy to manoeuvre. It is,  
of course, essential that military  
aeroplanes should be designed for  
this "performance," but there is  
undoubtedly too marked a tendency  
in all countries with Air Forces to  
sacrifice the general and more  
scientific development of aviation  
to the power and speed required in  
aeroplanes designed for air war-  
fare.

This is undesirable from every  
point of view and must, ultimately,  
react unfavourably on Air Forces.  
After all, the real significance of  
aviation is that it is a means of  
transportation, and its future will  
depend on whether or not air travel  
can be made both safe and cheap.  
To starve the research work neces-  
sary to secure these two conditions,  
because of the greater demand for  
machines with exceptional perform-  
ance, would be a short-sighted  
policy. It is probably true to say  
that the claims of military and  
civil aviation can best be met and  
equitably adjusted if both are ad-  
ministered by the same department  
under a Secretary of State. This  
is the system of Great Britain.

## Administration Of Air Forces.

Various methods of administering  
Air Forces exist at present. In  
Great Britain, the Air Ministry con-  
trols all branches of military avia-  
tion. This organisation was estab-  
lished under the stress of war, after  
two alternatives had been tried and  
failed, and emerged triumphantly  
from the severest of all tests.  
Nevertheless, it still has critics,  
some of whom want separate naval  
and military air arms, as in the  
United States, while others would  
like to place military aviation under  
one of the older Service Depart-  
ments, as is the case in France.  
Italy has followed the example of  
Great Britain in this respect and  
Signor Mussolini is himself the  
Secretary of State for Air.

## Functions Of Air Forces.

Perhaps the explanation of the  
persistence of so many different  
solutions of the same problem is  
that the functions of the Air Forces  
in the countries mentioned are  
different. The British Air Force,  
for example, not only provides eyes  
and ears for the sea and land forces,  
it is also the first line of home de-  
fence and responsible for policing  
and protecting territories like Iraq,  
Trans-Jordan, and the Aden  
Hinterland. If it were split up be-  
tween the Army and Navy, over-  
lapping, confusion, waste, and con-  
sequent loss of efficiency would be  
inevitable, and if it were put exclu-  
sively under either a paralysing  
jealousy would be excited.

In France, on the other hand, the  
Army is supreme; the people look  
to it for security from invasion, and  
regard the Air Force as an auxiliary  
and subordinate arm. They may  
be mistaken, but, this being their  
attitude, it is only logical for the  
French War Office to administer  
the French Air Force. This ar-  
rangement does not suit the French  
Navy, whose complaints are loud  
and long.

The system which obtains in the  
United States was tried in Great  
Britain before and during the early  
part of the World War, with un-  
satisfactory results. To judge by  
the Report of one Commission, it  
does not work well in America; but  
the frank disclosures of the Report  
in question caused such dismay in  
influential quarters that a white-  
washing Commission had to be  
appointed. For the present the  
United States are practically im-  
mune from air attack, and for this  
reason a peacetime administration  
can be tolerated. With the further  
development of military aviation,  
and more particularly of airships,  
the authorities in Washington will  
almost certainly be forced to tighten  
up the organisation for air defence.

## Size Of Air Forces.

France maintains the largest Air  
Force in the world, with 1,350 first-  
line machines. Italy comes second,  
unless Russia can lay claim to that  
position—some authorities declare  
that the Russian Air Force com-  
prises 950 military aeroplanes.

THREE THOUSAND MILES OF  
LOVE AND LAUGHTER!

CLAIRE  
WINDSOR,  
WILLIAM HAINES  
and  
HARRY CAREY  
in

A  
LITTLE  
JOURNEY



A GAY PICTURE OF ROMANCE ON A  
TRAIN, ADAPTED FROM THE BRILLIANT  
STAGE SUCCESS.

AT THE  
QUEEN'S TO-DAY ONLY  
At 2.30, 5.10, 7.15 & 9.20.

A GRIPPING ROMANCE OF THE FRENCH  
FOREIGN LEGION!

AT THE  
WORLD FINAL SHOWINGS TO-DAY  
Orchestra Interpreter  
5.15 & 9.20. 2.30 & 7.15.

THE story of a rebellious society girl, who goes seeking  
adventure, and gets it—with a vengeance!



AT THE  
STAR FINAL SHOWINGS TO-DAY  
Continuous 2.30 to 11.15.

Great Britain has over 750 machines  
in various parts of the world, and  
the numerical strength of the Air  
Force in the United States is ap-  
proximately the same.

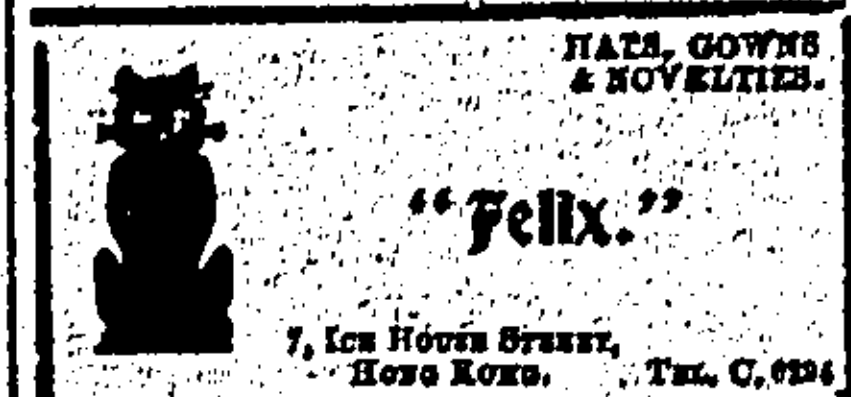
Numbers are not the sole  
criterion, however; ground or-  
ganisation and reserves have also to be  
considered. Although Germany has  
no Air Force at all, she possesses  
a large and efficiently organised air  
transport system, which constitutes  
a national reserve.

## Air Forces As a Deterrent.

Speaking generally, the size of an  
Air Force is determined by the  
functions it has to perform. Those  
functions are nominally defensive,  
but since the only defence against  
air attack is counter-attack, the  
problem becomes extremely compli-  
cated. In its simplest terms it may  
be expressed as follows:—Nations  
maintain Air Forces which, in the  
opinion of competent advisers, are  
adequate to serve as a deterrent to  
any hostile action on the part of a  
State within striking distance by  
air.

Needless to say, expert opinion on  
such a point as this is seldom, if  
ever, unanimous; but in spite of  
the vagueness of the term "deter-  
rent," reprisals, even by a numeri-  
cally inferior Air Force, are so  
dreaded that the most powerful  
States would hesitate before pro-  
voking them.

With the cultivation of "air  
sense" among civilised people, and  
a wider comprehension of the uses  
and opportunities of aviation, it  
may be hoped that its abuse will  
come to be regarded as an inter-  
national crime.

GRANDEST OLD  
SOLDIERS.

30 ON PARADE AT AGE OF 70.

FINEST IN WORLD.

LONDON, June 14th.

Medieval pageantry was re-enact-  
ed yesterday morning in the tree-  
surrounded garden of Clarence  
House, St. James's Palace, when the  
Duke of Connaught inspected the  
King's Body Guard of the Yeomen  
of the Guard.

Round the garden these eighty  
retainers of the British Army  
marched to the music of the Irish  
Guards' drum, and "file band."  
Everyone was a picked ex-noncom-  
missioned officer, and all had seen  
war service in some part of the  
world.

As they drew up in two lines,  
waiting for the inspection, the  
privileged crowd in the garden  
noticed their square-cut beards  
above their white ruffles, their  
Tudor hats of black, with a band  
of red, white, and blue roses, the  
brightness of the gold facings on  
their tunics, their red stockings and  
old-fashioned black shoes.

Then, upright and military in  
bearing, came the Duke of Con-  
naught in the uniform of a  
Field Marshal. The royal salute  
and the presenting of pikes follow-  
ed, and then the inspection. The  
Duke said:

You, the Yeomen of the Guard,  
represent the greatest body of old  
N.C.O.'s in the world, a body to  
which the country owes so much  
for its loyalty, devotion, and  
example to men. I congratulate  
you on your turn-out. You have  
shown a specimen of the smart-  
ness and discipline which has  
survived from the example which  
you set to the men of your regi-  
ment during your Army service.

Among them were two aged 85,  
several aged 80, and nearly thirty  
who were more than 70. And not  
one faltered in the heat of the sun.



A man instinctively takes a



Hat in preference to any other

This accounts for the mistake made by a gentleman at the Golf Club House, Deepwater Bay, on Monday evening.

These Hats are also obtainable at

**Mackintosh & Co. Ltd.**  
MEN'S WEAR SPECIALISTS  
ALEXANDRA BUILDING. DES VOEUX ROAD

## FIBRE BOARD CARTONS

the modern and economical containers for all classes of merchandise.

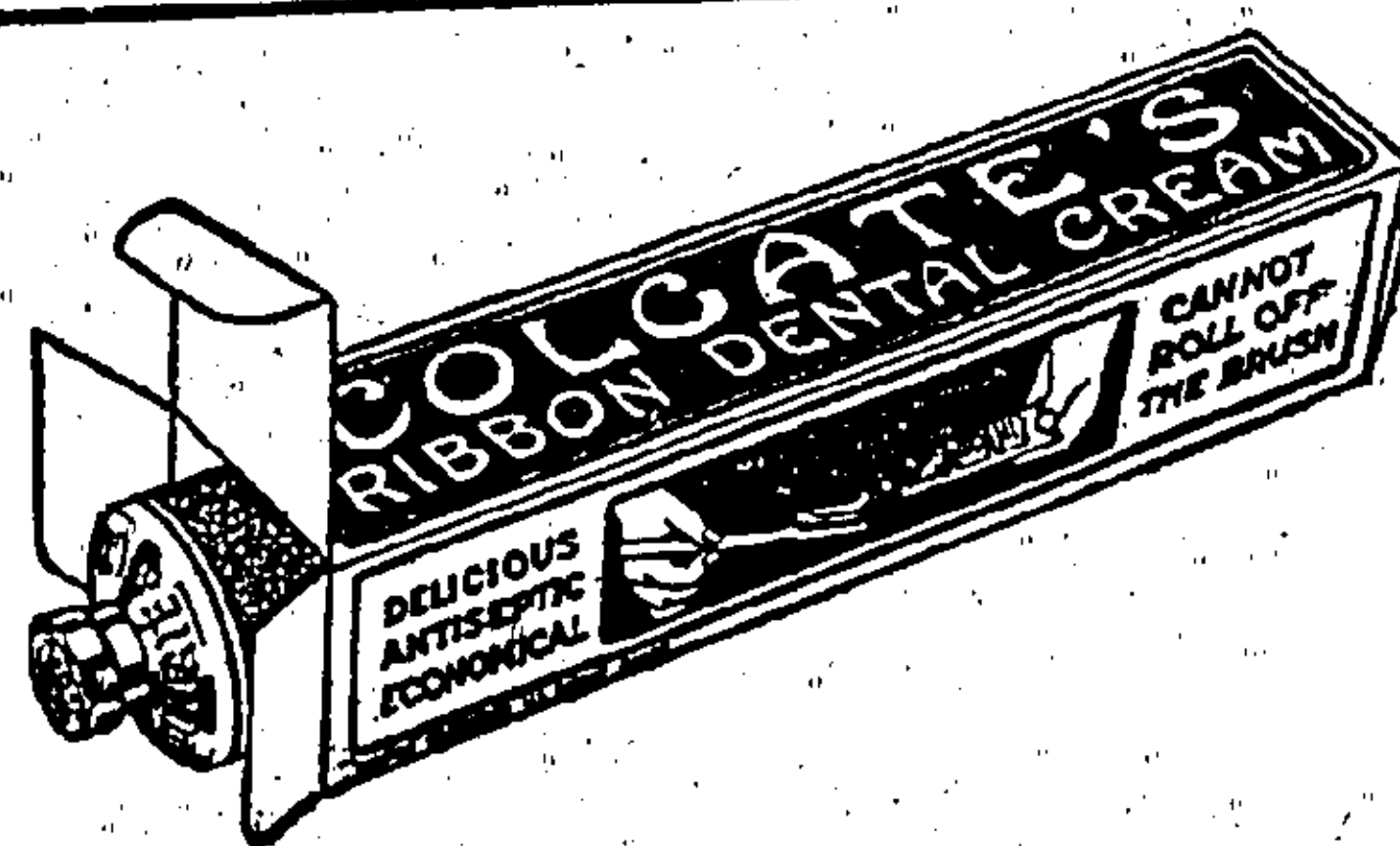
## ACME STEEL STRAPS

a fast and efficient method of reinforcing fibre boxes, crates, bales, bundles and wood-boxes.

## ACME TACK-POINT FASTENERS

more easily driven and greater holding power.

J. M. DA ROCHA &amp; CO., Agents.

FIBREBOARD PRODUCTS CO. OF SAN FRANCISCO.  
ACME STEEL CO. OF BROOKLYN, NEW YORK. [8160]COLGATE'S  
RIBBON DENTAL CREAM

OBTAINABLE AT ALL STORES.

SOLE AGENTS:

HONG KONG TRADING CO., LTD.

## WHITEWAYS

The W.L. Range of  
HEMSTITCHED  
TURKISH  
TOWELSWE HAVE RECEIVED A FULL  
RANGE OF OUR WELL KNOWN  
"W.L." TOWELS

| No.    | SIZE      | PRICE        |
|--------|-----------|--------------|
| W.L. 1 | 16" x 30" | 45 Cts. Each |
| " 2    | 18" x 44" | 75 Cts. "    |
| " 3    | 22" x 44" | 1.00 "       |
| " 4    | 24" x 50" | 1.25 "       |
| " 5    | 27" x 52" | 1.50 "       |
| " 6    | 28" x 50" | 1.75 "       |
| " 7    | 28" x 54" | 1.95 "       |
| " 8    | 30" x 58" | 2.75 "       |
| " 9    | 30" x 60" | 3.50 "       |

## HEMSTITCHED

|          |           |           |
|----------|-----------|-----------|
| "W.L. 10 | 24" x 45" | 1.75 Each |
| " 11     | 28" x 54" | 2.50 "    |
| " 12     | 30" x 60" | 3.50 "    |

ENGLISH MADE FROM FINEST QUALITY COTTON

THE "MAXIMO" COLOURED  
BATH SHEET AND BATH TOWEL  
SUITABLE FOR BATHING EXTRA  
STRONG AND DURABLE.BATH TOWEL 28" x 50" 1.50  
BATH SHEET 46" x 72" 3.75

FIRST FLOOR SHOWROOM

WHITEWAY, LAIDLAW &amp; CO., LTD.

## MODERN MORALS.

MIDDLE AGED NOVELIST'S  
DISMAY.ATTACK ON "THE CONSTANT  
NYMPH."

LONDON, July 10th.

Urgent action by all the Christian Churches is needed if the morals of the young are to be safeguarded against the "corrupting influences" of the films, stage plays, novels, and much of the periodical literature, according to a warning sounded by Katharine Tynan, a well-known novelist, who is a Catholic.

"Insidious corruption has been going on since the war," declares Mrs. Tynan in a widely published open letter. "The sense of moral value has been blunted not only in the young but in their elders, who should protect them."

"It needed to be a clear-cut issue. If one took pleasure in evil, one did it with one's eyes open. But of young people who have seen an evil play, read an evil book, looked at an evil film, and turned easily to their prayers afterwards: It is a spreading sickness, and when the process is complete the mind is unaware of its own sickness."

The Young Being Polluted!

"What are the shepherds of the flock doing? The young of the flock are being polluted. We want a definite pronouncement of the German Catholic manner: Such and such things are not for Christian people. We betray our Master when we go after them."

"We want a new crusade, and for the young especially, we want to know where we stand. Conscience all around has been getting blunted since the war. The young claim their right to a knowledge of good and evil, and are not satisfied with the knowledge. It is given to them very often before they can judge."

Bad For Children.

"I was aware not long ago of girls of fourteen and fifteen discussing with their elders, eagerly and passionately, such a play as 'The Constant Nymph,' which however good as art, is certainly not good for children."

"Mrs. Tynan goes on to say that there are worse plays than 'The Constant Nymph,' with its confusion of right and wrong, and that they are all crowded by women."

"Let us have direction from those who should give it," Mrs. Tynan concludes her letter. "Let us not depend upon a doubtful time when the unwholesome appetite will be sated and the sick stomach crave wholesome food. Direction, and leading light are waited for. Let us know where we must range ourselves—under the standard of Christ, or on the side of Satan."—*United Press.*

PUBLICITY FOR THE  
YOUNG.STATE OWNERSHIP  
PROPAGANDA.

NEW YORK. "Catch them young" is the latest slogan of American advertisers. The private companies that control the water power of New York State are waging a bitter fight against Governor Smith's proposal for State ownership, and they decided to teach school children the benefits of private ownership.

For this purpose the companies prepared two text-books, "Know New York State" and "Servants of Progress." More than 100,000 of these two books were printed and distributed among 500 schools. The Federal Trade Commission which is investigating water power and public utility propaganda in this State obtained this information when it cross-examined Mr. F. W. Crone, who organized publicity for the gas and electric companies.

His bureau, said Mr. Crone, distributed text-books for use in high schools of the State and sent lecturers to schools and colleges to explain the benefits accruing to the public from the private ownership of gas and electricity throughout the State.

Fair Or Unfair?

When Judge McCulloch asked Mr. Crone what was the object of distributing books among high school children, he replied that he thought the information was something they should know.

It appeared further that Mr. Crone had prepared a report on 25 text-books used in schools which touched on subjects in which private gas and electric companies were interested. These books were labelled fair or unfair by Mr. Crone.

Finally the report complained that many teachers were Liberals and Radicals teaching and talking "matters subversive of the foundation of the principles of American Government."

JUDGE'S FREE FILM  
SHOWS.

TRAVELLERS AFTER DEATH.

PLAGIARISM OF "OUTWARD  
BOUND"?

Mr. Sutton Vane, of Harrington-court, Kensington, W., claimed an injunction against Famous Players Film Company, Wardour-street; the Paramount Famous Players Lasky Corporation, of New York; and Famous Lasky Film Service, Ltd., of Wardour-street, to restrain them from making and selling copies of the fourth or fifth reels of a cinematograph film entitled "Feet of Clay," by means of which Mr. Vane's dramatic work "Outward Bound" might be infringed.

Mr. Justice Astbury: Is this the case in which I went to see the film accompanied by Edgar Wallace? Mr. Luxmoore (for Famous Players): No. That was "Love, Life, and Laughter."

Mr. Justice Astbury: I think this is the only film I have ever seen without paying anything. Mr. Luxmoore: No, you went with Mr. Edgar Wallace to see Miss Betty Balfour in "Love, Life, and Laughter."

Mr. Justice Astbury: Then I have seen two films for nothing. Mr. Arher, K.C. (for Mr. Vane): said he would prove that Mr. Vane's play was run in America in two places at the same time as the film was being "shot." He was also going to prove that Mr. Lasky saw the play "Outward Bound" in New York and Los Angeles before the film was "shot."

Film Ingredients.

He added that Famous Players alleged that their work was founded on the works: "Across the Border," "Cockaigne," "Romeo and Juliet," the Book of Revelation, Chapter 20, one of Leigh Hunt's fairy tales, a poem by Leigh Hunt, Dante's "Inferno," the Gospel of St. Matthew, the Epistle to Timothy, the Prayer Book, the General Confession, in the Order for Morning Prayer in the Church of England Prayer Book, a motion picture "Civilisation," and the book "A Household on the Styx." There are 37 of these things which moved them to produce the work of art of which we complain.

Mr. Justice Astbury: The idea in the play is that two people supposed to be dead are travelling to their destination. They pass before an examination who says, "I can't deal with you because you are not on my list." That appears in both the film and the book. Surely it is for the defendants to show how they got that apart from the book. The novelty is that people are turned back because they are not on his list. I may know nothing about literature, but I have read the Book of Revelation, and I have never seen anything like it. Mr. Vane Hunt Sutton Vane gave evidence and the hearing was adjourned.

## M.P. WINS CLAIM.

SCOTCH WHISKY FOR  
THE U.S.

Judgment was given in the action in which Sir Harry Foster, M.P., of Buckingham-gate, S.W., claimed damages for alleged breach of agreement, and the return of a bill of exchange for £25,000. The defendants were Messrs. J. D. Driscoll and A. S. Miller, trading as the Tower Trading Syndicate, Harrogate, E.C., Mr. F. A. Lindsay, whisky merchant, Mark Lane, E.C., and Mr. A. H. Attfield, of Worthington.

A scheme to purchase 7,500 cases of Scotch whisky, which it was intended should be shipped to the United States, was announced by Sir Harry Foster, but as the whisky was never got out of bond the project was never carried out.

Mr. Lindsay, the holder of the bill for £25,000, sued the acceptor, Mr. Attfield, and the drawer, Sir Harry Foster, and in a third action, relating to a bill for £4,812, the drawer, Mr. Lindsay, sued the acceptors, Messrs. Driscoll and Miller and Mr. Attfield.

Mr. Campbell Lee, an English and American lawyer, stated that under United States law the importation of alcohol for beverage purposes was illegal.

"I am satisfied," said Mr. Justice Wright, "that Sir Harry never acquainted himself with the details of the business at all, but left it entirely, as he was bound to do, to the members of the syndicate and to whoever was chosen to carry out the transaction on the other side."

His lordship held that Sir Harry Foster was entitled to a declaration that there were no rights to be enforced against him. Sir Harry was not responsible on the bill for £25,000, which was drawn on unstamped paper and was invalid. The action against Mr. Attfield in respect of the bill for £4,812 also failed. The declaration claimed by Sir Harry Foster would be granted, and the bill delivered up for cancellation.

The question of costs was reserved.

## "A LITTLE JOURNEY."

LOVE STORY IN A  
PULMAN CAR.AN AMERICAN "YOUNG  
LOCHINVAR."

[BY OUR FILM CRITIC.]

It is only "A Little Journey" nowadays from England to America and most English people who see the film of this name at the Queen's will probably hope that it may never be made shorter. America has doubtless much to teach us but surely not methods of love making. "They will be fighting in six months," said a dry voice as the curtain closed on the last embrace, and after seeing the way in which the courtship was conducted I felt that was right and realised why fifteen per cent. of American marriages end in divorce. Claire Windsor, the pretty young actress with bobbed fair hair, goes from New York to San Francisco by train to marry a charming elderly man who can give her all the luxury she is used to and who loves her devotedly. At the station she is observed by William Haines, who as George Manning, poor in pocket but not in self esteem, sets out to "mash" her. Miss Windsor behaves as most well brought up young English women would do, but Mr. Haines who is one of the "pretty boys" so popular on the screen just now, loses no opportunity of forcing his attentions.

But you must not be insular and run away with the impression that George Manning is a cad, he is on the other hand the hero. The girl loses her bag and despite her protests he pays for her ticket, and makes her accept it by preventing her from leaving the train. Gradually she realises that although he has been badly brought up he does not mean to be offensive and treats him with becoming friendliness until at the first opportunity he roughly kisses her. I rather expected to see Mr. George Manning turned off the train at the next station and the elderly fiancé or a more gallant young man put in a tardy appearance as hero. Not a bit of it, George bounced up again and when a few more pictures had flicked by he was holding the girl in his arms and exchanging embraces. Alec Smith the fiancé only appears to make a graceful gesture of renunciation and leave the young people to their "six months" bliss. If "George Manning" makes the "little journey" to England he will have to change his tactics for they are hardly likely to be so successful there.

The film is very well photographed, the acting is good and all you have to do is to remember that your English standards are very old fashioned, and then you may enjoy it.

HONG KONG & SHANGHAI  
BANK.INTERIM DIVIDEND OF £3  
PER SHARE.

The Court of Directors of the Hong Kong & Shanghai Banking Corporation announce that an interim dividend of £3 per share subject to the deduction of Income Tax has been declared for the half year ending June 30th, 1928, at the rate of 2s. 6d. per dollar.

The dividend will be payable on and after Tuesday, August 7th, at the Bank where shareholders are requested to apply for dividends.

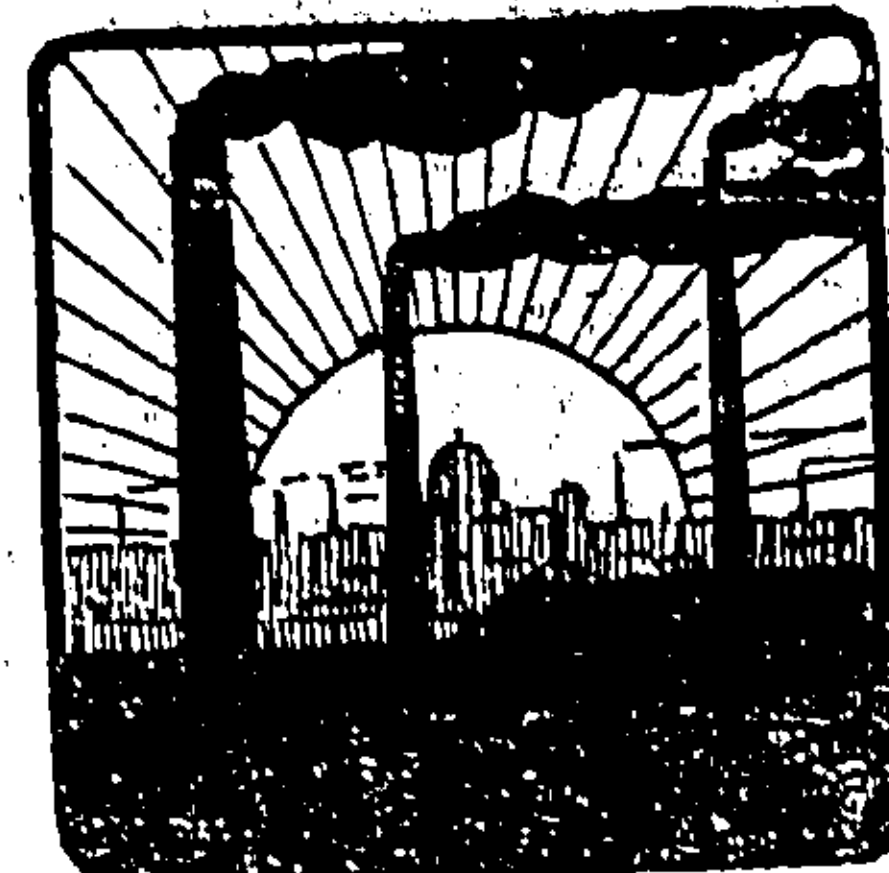
## SHANGHAI DOCKS.

RESULT OF PAST YEAR'S  
WORKING.DIVIDEND OF 7 1/2 TAELS PER  
SHARE.

Messrs. Moxon & Taylor received cabled information yesterday that the Shanghai Docks had declared a dividend of taels 7 1/2 per share. The profit made by the Company during the past year was Taels 504,000.

## KAIPING COAL

FOR HOME, FACTORY, &amp; POWER HOUSE

HOME  
FACTORY  
AND  
BUNKERSPOWER  
HOUSE  
TUGS &  
LOCOS.THE KAILAN MINING ADMINISTRATION  
DODWELL & CO., LTD., Agents, Hong Kong.THE "STARS" IN THEIR  
COURSES.DISADVANTAGES OF TEAM  
WORK.WILL VILMA BANKY  
SURVIVE?[BY IRIS BARRY, FILM CRITIC OF THE  
"DAILY MAIL."]

Despite the very considerable degree of intelligence and common sense possessed by many individuals in film studios, the individual intelligence shown by a body of film makers is often extraordinarily small. Only stupidity can explain the ludicrous fashion for pairing off film actors and actresses with each other simply because the two of them have appeared in one successful picture together.

## The Beery-Hatton Sequence.

Wallace Beery and Raymond Hatton played most amusingly in "Behind the Front," which would have been a good film with any adequate performers in the chief parts. But the studio wise men concluded that if Beery and Hatton were all right in one film, then any film which showed Hatton and Beery would be good. So they set to work on "We're In the Navy Now." It lacked all the merits of "Behind the Front," and was foolish instead of funny. But Beery-Hatton films continued, nevertheless, though the public was unamused and the cinema proprietors grumbled.

## "The Street Angel."

But this is only one of many examples. Janet Gaynor and Charles Farrell were exquisite in "Seventh Heaven," a picture which had a fine simple story, an inspiring theme, and good construction and production. The same pair—pleasing though each is to watch—are practically uninteresting in "The Street Angel," which has a poor story, no point, murky photography, and muddled construction. Let this young couple appear together in one more such disappointing imitation of their first success and no one will ever want to see them again.

## Vilma Banky And Her Partners.

The famous screen lovers, Ronald Colman and Vilma Banky, have parted now, never to meet again in a close-up kiss. But their long partnership did have good reason, as has that of John Gilbert and Greta Garbo. The films in which both pairs appeared had merit apart from the stars, and presented varied and well-conceived stories. It will be interesting to see what happens to Miss Banky now that she is no longer a charming foil for the more vital Mr. Colman.

There was a time when Mr. Eugene O'Brien was the screen partner of Miss Norma Talmadge, yet to-day she is still one of the big stars, while he is almost forgotten. Ronald Colman will undoubtedly stay at the top of the film tree, where incidentally he had arrived before he went into partnership. Vilma Banky may or may not survive.

## The Comedian Of "Rookies."

Karl Dane and George K. Arthur are funny together, but they were funny apart. Mr. Dane has a funny face and not much talent. Mr. Arthur is a talented comedian. But the presence of the two of them in a poor film cannot turn it into even a mediocre one, for after all it is the stories which have made the stars. Not even Mary Pickford or Chaplin are greater than the films they have played in, and a picture which is brilliant can be a tremendous success even if the public has never seen nor heard of the people in it.

But while this is obvious, it does not yet seem to have struck many of the producers. They should go to the ordinary cinemas more often and hear what people say about some of their famous pairs.

## AN ISLAND BRIDE.

MARQUIS OF BUTE'S  
DAUGHTER.PET HARE AT A MARBLE  
CHAPEL.ROTHESAY, Isle of Bute,  
June 9th.

A privileged guest at the wedding of Lady Jean Crichton-Stuart, the Marquis of Bute's youngest daughter, which takes place at her home here will be a pet hare.

Lady Jean found it when it was a baby on an Ayrshire moor last August, and immediately christened it Augustus. Now it is known to all her friends as Gussie.

I saw Gussie to-day being nursed by one of Lady Jean's younger brothers, writes a *Daily Mail* correspondent, and was told that he has travelled up specially from Cardiff to attend the wedding. Tiny boots and a white sash are being prepared for him, and during the ceremony Gussie will be carried by one of Lady Jean's brothers.

No June bride could be married in more beautiful or romantic surroundings. The island is dressed in its best, and when the sun shines is carpeted in shimmering green.

## Mile-Long Wedding Arch.

Approaching Mount Stuart, for centuries the home of the Bute family, one traverses an avenue more than a mile long almost tropical in the variety and density of its foliage.

After the ceremony, Lady Jean and her husband, the Honourable James Willoughby Bertie, younger son of the late Earl of Abingdon, will pass through this natural wedding arch to take a boat for the mainland. Then a motor-car will take them to Wigtownshire for their honeymoon.

When I asked why Lady Jean had chosen to be an "Island Bride," I was told that it had always been her wish to be married at Mount Stuart where, in the tiny chapel adjoining, she was confirmed and partook of her first communion.

I entered the chapel to-day by special permission. Its interior is of dazzling white marble, modelled in stately Gothic lines. The chapel, which has cost £100,000, has been in course of construction for the last 50 years and is not yet completed.

The altar, in bronze and marble, with silver figures, is fitted with a movable surface of gold and the arms of the Bute family are round the front. It took 12 years to complete and cost £20,000.

## First For 200 Years.

It is the first wedding at Mount Stuart for 200 years, and the whole island is agog with excitement.

The huge wedding cake, six feet high, crowned with a representation of the Gothic spire of the marble chapel, will be cut by Lady Jean in the hall, where 300 tenants and guests will be gathered. One of Lady Jean's most striking presents is a huge tapestry 40 feet by 20 feet, named "Lord of the Hunt." It is perfect in design and workmanship and took twelve years to complete.

Eight men started on the tapestry, and when war broke out they all joined the Forces. Two were killed, and their sacrifice is recorded on the border of the tapestry, probably in the spot where they last worked on it, by their initials and the years in which they were killed, woven into the cloth. Between their initials is the web of life, which has been covered by a pair of woven shears.



**CANTON CINEMAS ON STRIKE.****UNION AND TAX COLLECTORS' LEVIES.****DECLARED TO BE EXCESSIVE.****STUBBORNNESS ON BOTH SIDES.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 10th.

All the "movie" houses in Canton are still on strike. They have been closed a week ago, and no date has been fixed for their re-opening. In fact each proprietor has put up in front of his establishment a large sign board bearing the following words: "Too long have we been intolerably oppressed. We do not know when we shall open again. We sacrifice our business rather than go on under such humiliating conditions. This clearly indicates that they are determined to remain closed, until their grievances are removed."

**TRADE UNION EXACTION.**

There are two main reasons for their strike. First, the Mechanics Labour Union had been collecting, against their will, a tax of one cent per ticket from them. This was begun in November last, when the cinematic operators presented a set of demands to their employers for higher pay, shorter hours of work, and the levying of the tax on tickets. The proprietors did not feel that they were in a position to resist and so complied with the demands of their employees. The Mechanics tax of one cent per ticket sold has been netting enormous profits for the Union. Those cinemas which were doing big business had to pay more than \$4,000 a year; while the small ones had to pay \$700 annually. The total sum, annually collected by the Mechanics Labour Union from this source alone, amounted to more than \$22,000. This brought ruin to the proprietors whose repeated petitions to have the union tax abolished were not even given a hearing.

**GOVERNMENT TAXATION.**

The second cause for the strike was the Government taxation. A certain tax collecting company wanted to exact from the cinemas \$150,000 per year in taxes. The proprietors think this is far in excess of what the Government demands. The Government's income from amusements, which not only include cinemas, but also Chinese operas, the roof garden entertainments of the two Sun Companies and the Sincere Company, and other theatricals, amounts to only \$130,000 a year. The cinema managers do not see why they should be made to pay \$150,000 annually, when the tax collecting company has only to turn over to the Government \$130,000 per year, from all forms of amusements. As a protest the movie proprietors have closed up their houses.

All the cinematic operators have been discharged and given gratuities in accordance with the compensation rules of the Mechanics Union. The Union is now willing to reduce their tax on tickets sold to two thirds, of what it has been formerly collecting. That is, instead of paying to the Labour Union one cent per ticket sold, the Union proposes the cinema proprietors should pay two thirds of one cent per ticket sold. But the proprietors think even this is too much. What they want is complete abolition, and this is precisely what the Labour Union will not agree to. So the quarrel goes on, both sides stubbornly clinging to their respective positions.

The tax collecting company is also unwilling to reduce its annual assessment on the Canton cinemas. Both sides are prepared to fight and the proprietors are quite firm in their stand, and will not reopen unless the Mechanics Union foregoes its tax on tickets and the tax collecting company substantially reduces its assessment.

**ROADS IN KWANGTUNG DISTRICTS.****PANYU PLANS BRANCH HIGHWAYS.**

The natives of the northern part of Yanyu district fully appreciate the value of modern roads and highways. It was recently reported that a public highway has been planned, and will be built by the Government between Namhoi, Panyu and Fayun. The inhabitants of the district now want to build branch highways, running off this trunk line.

A North Panyu Public Highway Committee has been formed to handle the matter. The names of the members of this Committee have been registered with the Bureau of Public Highways and this Committee will have sole control over the planning and construction of these branch highways, and already the energetic members have started to tackle the preliminary work.

According to present plans, a road between Panyu and Tsungfa will be built first. This road will run from Nanchuen to Tsun Wo Hu, connecting with the one now under construction in Tsungfa district. The second road will lead from Malik to Taengshin, through Chiao Lung Kow. The Panyu to Fayun road will be the third to be built, this line running from Ko Tseng Hu to Man Wo Fong, and leading through the western part of Fayun district.—Canton Gazette.

**CLOTHES AND THE STUDENTS.****UNIFORMS, ETC., OF NATIVE CLOTH.**

The Provincial Governments of Kwangtung and Kwangsi have been instructed by the Branch Political Council to begin a campaign in all universities, Middle and Primary Schools, to urge the students to practise economy and thrift. The central step suggested is the use of native made cloths for their suits and uniforms. Native woven cloths are both low priced and durable, and are obtainable in many attractive pattern and designs.

A set of recommendations governing the making of uniforms has been attached to the circular as a guide by the school authorities. The colour and style of the uniforms are to be chosen by the school authorities themselves, but are to be reported to the Government authorities for record. Uniforms, caps and badges for students in universities and technical schools are to be of distinctive pattern so as to be readily differentiated from those used by ordinary schools.—Canton Gazette.

**TOWN PLANNING FOR FATSHAN.****MODERN STREETS NEEDED.**

There are but few maloes in and around Fatshan and the Department of Reconstruction has instructed Magistrate Mah Hung Huan to devote immediate attention to this phase of development. The Magistrate, in consultation with the district leaders, is to submit suggestions as to the routes of the maloes and to map out a building programme.

The maloes will be built one at a time so that there will be no difficulty in raising the requisite funds, and there will be ample time in which to negotiate with landowners through whose land the roads will run.—Canton Gazette.

**PROVINCIAL ATHLETIC MEETING.****PLANS AFOOT AT CANTON.**

Plans are afoot to hold a provincial athletic meeting, and a Preparatory Committee has been formed. The meeting will be called the 11th Provincial Athletics Meeting, and will probably take place some time in November next.

It is proposed to hold the meeting in the grounds of Chung Shan University, and it will last about five days. Prominent officials of the Government have been invited to become honorary officials of the meeting, and among the officials listed are Marshal Li Tsai Hsin, as Vice-President. Other names include Mr. Wong Chen, Admiral Chan Chak, Mr. Lam Wan Koi, General Tang Shi Chang.—Canton Gazette.

**LEGISLATIVE COUNCIL.****TWO NEW ORDINANCES.****SUPPLEMENTARY EXPENDITURE: \$69,250.**

A meeting of the Legislative Council will be held to-morrow (Thursday) afternoon in the Sanitary Board room, Post Office Building.

Two new ordinances—an ordinance to amend further the Companies Ordinance, 1911, and an ordinance to amend the Widows' and Orphans' Pension Ordinance, 1908—will come up for a first reading.

The four ordinances, which were read a first time at the previous meeting of the Council, will be further considered, and will probably be read a second and third time and passed. They are the ordinance to amend the Distress for Rent Ordinance, 1893, the ordinance to amend the Dentistry Ordinance, 1914, the ordinance for amending the Patents Ordinance, 1925, and the ordinance authorising the supplementary expenditure of 1927.

**FINANCE COMMITTEE.**

Following the Legislative Council there will be a meeting of the Finance Committee when votes for supplementary expenditure totalling \$69,250 will be asked for. The items include the following:—

**Generators For Police Launches—\$2,000.**

A sum of \$7,300 is provided in this year's estimates for a wireless telegraph installation at Tai O Police Station. It is possible to utilise in connection with this work a transmitter that was purchased in 1924 and so effect a saving of \$2,000. Spare generators are urgently required for police launches which are at present liable to delay through faulty plant having to be repaired on board instead of being immediately replaced and removed to the workshop for overhaul, and it is proposed to utilize the saving of \$2,000 to purchase at a cost of 2185 three generators, consisting of one of each type now used on police launches and rescue tug.

**Kowloon Tong Nullah—\$20,000.** This money is required to be connected the stream north of the hills to the main nullah, in continuation of the main nullah scheme. The provision made in the estimates was \$15,000. The estimate of \$42,000 for the connection to stream north of hill area to main nullah, Kowloon Tong Development area has been revised to \$72,000 for the following reasons:—

- (1) A sum of \$16,000, voted for nullah extension had to be spent in preliminary diversions of streams. This sum was inadvertently omitted from the estimates of \$42,000.
- (2) An additional length of 400 feet of nullah estimated to cost \$10,000 has now to be constructed in connection with the main storm water drain. It was intended that this work should be done by the Drainage Office and provision was made in the estimates for 1928; but it is now considered more convenient to carry out the work under one heading and to make it a charge on the general works vote.
- (3) A sum of \$4,000 is required for decking this additional length of nullah at points of intersection with roads. Of this revised estimate of \$72,000, \$10,018 was expended prior to 1928 under the authority of the estimates. It is anticipated that \$35,000 can be spent this year, but as the provision in the estimates for 1928 is only \$15,000, a supplementary of \$20,000 is requested.

**Improvements To 465 The Peak—\$5,100.** This recently purchased property requires overhaul and it is proposed to install a water flushed lavatory system. The cost of this is estimated at \$3,800 and the cost of supplying a set of Government furniture is \$1,300.

**Marine Surveyors Training Courses—\$4,650.** The estimated travelling and subsistence expenses of Messrs. P. J. Taylor, B. H. Church and G. Swan, Assistant Government Marine Surveyors, in connection with Board of Trade courses of training in the United Kingdom are: Mr. P. J. Taylor, eight and a half months at \$30 a month, \$225; Mr. B. H. Church, five months at \$30 a month, \$150; Mr. G. Swan, two months at \$30 a month, \$60.

(Continued on next Column).

**A DRIVER "WITHOUT A CONSCIENCE."****THREE SUMMONSES IN ONE DAY.****TRAFFIC MAGISTRATE'S OPINION.**

Sitting at the Traffic Court yesterday morning, Major C. Willson expressed the opinion that a man named Chan Yuk Chong, who was prosecuted by three constables for different traffic offences, was not a proper person to hold a motor driving licence. His Worship observed that the defendant had already had five previous convictions.

Sergeant Roberts aged and said he would refer the matter to Sub-Inspector Alexander of the Traffic Department.

The first charge against the defendant was for speeding in Bonham Road on June 23rd in the afternoon. Sergeant Roberts explained that he was testing the driver of a car when the defendant came round a corner near the Alice Memorial Hospital at a speed of about 25 miles an hour. It was the day of the Dragon Boat Festival and cars were rushing back to the stands to get as many fares as possible.

The defendant admitted the offence and was fined \$20.

On the second charge of causing obstruction in Des Voeux Road Central on June 21st, when the defendant's car was parked outside the Empress Hotel. Witness saw a small boy sitting in the driver's seat, who said that the driver was having a cup of tea. Witness told the boy to fetch him and he brought the defendant who, when questioned, denied that he was the driver of the car.

Witness walked a short distance and hid himself, keeping an eye on the car. The defendant then entered the car and was about to drive away when witness ran back and asked him for his licence.

A fine of \$10 was imposed.

The third charge was for loitering in the vicinity of Ice House Street and Des Voeux Road Central on June 22nd at 11 p.m.

An Indian constable said that he warned the defendant after the car had passed twice, but he took no notice of the warning and came again.

The defendant, in denying the charge, said he had only driven the car for 19 days, and was not sure whether he was driving on that particular occasion.

His Worship pointed out to the defendant that the constable had seen him three times and fined him \$10.

**Alterations To The C.S.O.—\$21,000.**

A provision of \$103,000 was made for structural alterations to the S.O. It is proposed to instal a lift at an additional cost of about \$13,000. Certain unforeseen additional work has become necessary to strengthen the foundations of the building, and a sum of \$8,000 is required for this.

**Wireless Telegraphy—\$8,000.**

Provision made in the estimates for maintenance and current in the R.T. branch of the P.W.D. was \$20,000. It is estimated that the amount required to the end of the year will be \$26,000. The excess over the vote is due to the great increase in the amount of W.T. traffic in 1928 necessitating a corresponding increase in maintenance and current consumed.

For the five months ending May 31st, 1928, the net revenue from wireless traffic was \$66,000 compared with an estimated revenue of \$36,000.

**City Water Mains—\$4,000.**

The sum is required to complete the work in hand. The provision made in the estimates was \$4,000. When the cost of this work was estimated it was not known that the section of Queen's Road (Garden Road to Arsenal Street), under which these mains are laid, had a concrete foundation or that a considerable amount of rock in the shape of old foundations would be found in the trenches. These two items added greatly to the road opening and reinstatement charges.

**Motor And Steam Rollers—\$5,000.**

The vote for upkeep of rollers was increased from \$5,000 to \$8,000, but this increased appropriation has not sufficed for current repairs, and for the provision of an adequate stock of spares.

**Volunteer Defence Corps Band—\$1,500.**

A Hong Kong Volunteer Defence Corps band has been formed and a complete set of new instruments has been obtained from Home at a cost of \$445.80, provided out of Corps Funds. It is considered that the band will do a great deal to encourage the Corps and to stimulate efficiency and it is proposed to make an annual grant of \$1,600 to the band. The annual allowance in the Regular Army is \$205.00. If approved provision will be made in future estimates and a supplementary vote is requested in respect of the current year.

**ROUND THE POLICE COURTS.****PORTERS FIGHT FOR LUGGAGE.**

Two coolies had a dispute at the entrance to the Kowloon Godowns as to which should carry the luggage of a passenger off the *Empress of Asia*. A large crowd collected, and the traffic was held up while they fought out the question until a detective appeared and took them in charge. Mr. W. Schofield fined them each \$5 at the Kowloon Magistracy yesterday morning and bound them over to be of good behaviour.

**POPULAR STREETS.**

Wyndham Street and On Lan Street have been the favourite pitches for unlicensed hawkers lately. There were twenty-four arrests, and convictions during June. Major C. Willson interviewed another of these curbstove merchants yesterday morning and fined him \$1.

**OPIUM DREAMS.**

Two Chinese appeared before Mr. R. E. Lindell on charges of possession of the morphia which was seized in a house in Des Voeux Road Central the previous day.

The analyst had not yet produced his certificate concerning the amount of the drug and an adjournment was granted.

Revenue Officer Grimmett stated, however, that he had a further charge against one of the men. Six men were in the house at the time of the raid and some of them might be called as witnesses.

The house was equipped with opium pipes and lamps but no one had been caught smoking opium.

Having admitted the possession of a small quantity of opium, another Chinese was fined \$100 or two months' hard labour in default. He told C.P.O. Clarke that he was employed to carry the drug from one ship to another but Mr. Lindell was favoured with another version in which a "stranger" had asked him to look after the opium.

A Chinese woman also thought the plea that she was a messenger might get her off, and said she had been given forty cents to carry the parcel of opium. \$600 or three months' hard labour was the sentence.

**ARMED ROBBERY.**

The six men who were arrested following an armed robbery at 84, Des Voeux Road West appeared again before Major C. Willson who fixed Thursday afternoon for the hearing of their case.

Four of them are charged with armed robbery and the other two with the possession of arms. One of them was charged yesterday with being a returned banished and pleaded guilty.

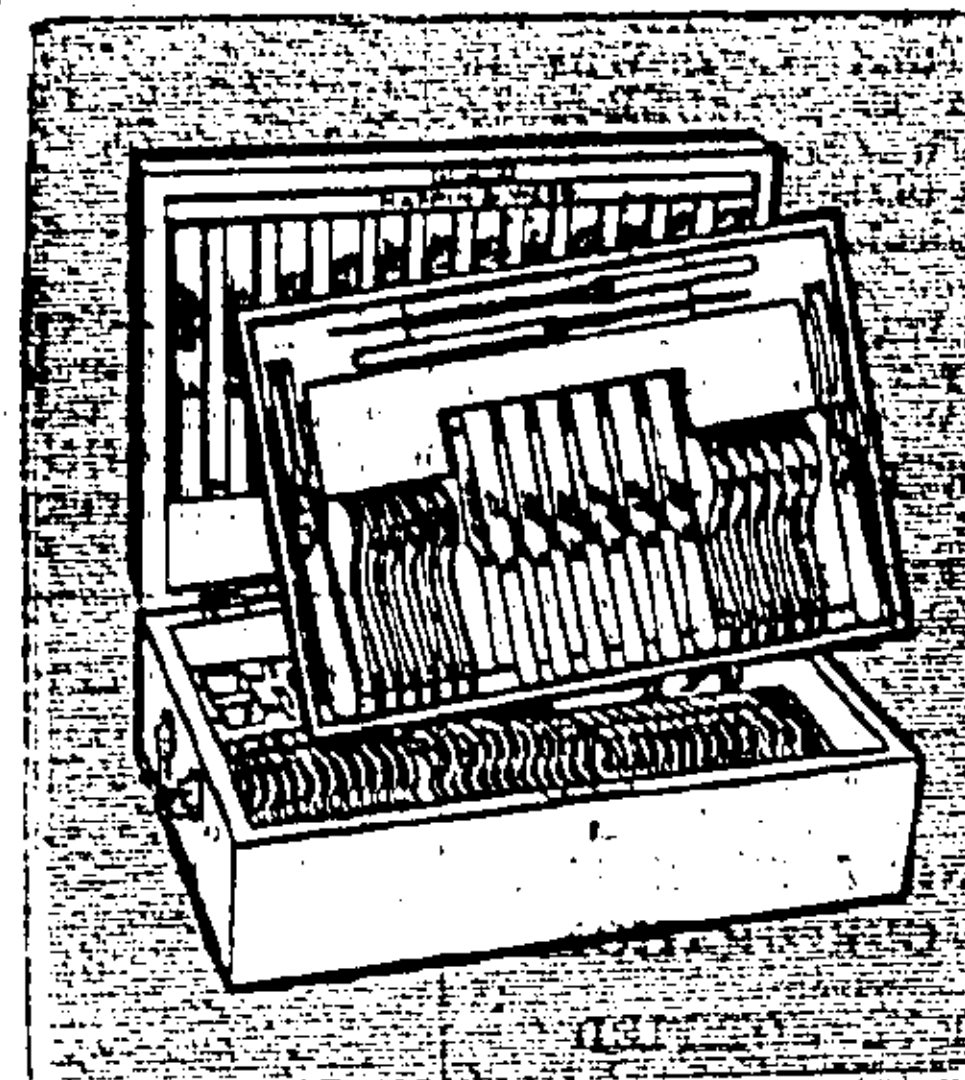
**SMUGGLED JADE.**

When the *Fatshan* was about to sail from Canton on Monday, more than a hundred pairs of jade bangles were discovered under the bunkers. It is alleged that the jade, which is valued at \$1,000 was hidden to avoid the customs duty at Canton.

**INTENDED CIVIL ACTION.**

Mr. F. H. Loseby, before Major C. Willson, applied for the withdrawal of the charges against Wong Foo Ting, Yu Fuk and Lau Man. He said: "I am appearing in this case to watch on behalf of Mau Yat Chuen, whom the defendants are accused of having unlawfully detained. I have been asked by the police if my client is prepared to prosecute himself. I have consulted my client and he would not proceed in this case, as he intends to proceed civilly. If, of course, the police go on with this case, my client would be called to give evidence. His own personal wishes are that the matter be taken before another court."

On Acting C.D.I. Murphy informing the Magistrate that he had no objection, his Worship discharged the defendants.

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## KUOMINTANG CONFERENCES POSTPONED.

PEI CHUNG HSI'S DISARMAMENT PROPOSALS.

JAPANESE PRESS AND NATIONALIST ASPIRATIONS.

## WITHDRAWAL OF RESERVISTS FROM SHANTUNG.

The Nanking Central Executive Committee has passed a resolution in favour of postponing the Fifth Plenary Session of the Central Executive Committee to August 1st. The Third National Congress of Kuomintang Delegates was scheduled to open on that day, but this has also been postponed.

General Pei Chung Hsi has put forward resolutions for submission to the disarmament conference dealing with the executive side of the question. He suggests that a national defence committee be set up, for which all corps commanders or those of higher rank shall be eligible. In co-operation with this a soldier labour office will be organised, and this office will include among others the Ministers of Finance, Agriculture and Labour.

The Japanese press expresses itself as favourably inclined to Nationalist aspirations, but stresses the point that the Government must prove both its competency and sincerity. At the same time Tokyo has given orders to withdraw 7,000 reservists from Shantung, while the garrison here and in Manchuria will be still further reduced as opportunity offers. The Foreign Office has put forward its demands in regard to the settlement of the Tsinan affair.

## JAPAN ON NATIONALIST ASPIRATIONS.

[THROUGH REUTERS' AGENCY.]

Tokyo, July 10th.

While sympathising with Nationalist aspirations, the vernacular papers are unanimous in emphasising that unsettled political and administrative conditions in China do not warrant the proposed steps of the Nationalist Government. The Government must first prove its competency and sincerity.

The general attitude of the Press is reflected by the *Jiji* which observes that "the mere hoisting of a blue and white flag does not mean the completion of the Nationalist Revolution."

## TSINAN SETTLEMENT.

[THROUGH REUTERS' AGENCY.]

Tokyo, July 10th.

The Cabinet has agreed to the evacuation of about 7,000 reservists of the Nagoya division from Shantung, and also to the demobilisation of a part of the reservists who were called up to serve as depot troops at the time that the division was despatched to China.

After instructing the War Minister to arrange for further reduction in the garrisons of Shantung and Manchuria as soon as the situation permits, the Cabinet deliberated on and approved the Foreign Office plan for the negotiation of the Tsinan affair. This plan is understood to consist of demands for apologies, payment of compensation, the punishment of those responsible for the outrages and a guarantee for the future.

## DISARMAMENT PROPOSALS.

(Wah Tsz Yat Pau).

SHANGHAI, July 10th. General Pei Chung Hsi has proposed the following resolutions to be submitted for discussion at the coming disarmament conference:

1.—A national defence committee be instituted on which members of the Central Military Council and military leaders ranking from army corps commanders upwards are eligible as members. This committee is devoted to the study and discussion of national defence problems.

2.—In co-operation with the national defence committee, a soldier-labour office be organised. This office must consist of all members of the national defence committee in addition to the financial, agricultural and labour ministers and the executive members of the Construction Department.

## CONFERENCES POSTPONED.

(Chun Wan Yat Pau).

SHANGHAI, July 10th. The Nanking Central Executive Committee passed a resolution yesterday in favour of the postponement of the calling of the Fifth Kuomintang Executive Conference until August 1st, while the Third Kuomintang Delegate Conference will also be postponed.

## DISBANDMENT PROGRESS.

(Chun Wan Yat Pau).

SHANGHAI, July 10th. The four leaders round table conference now proceeding in Peking is described by a Peking correspondent as "very hopeful," especially in view of the fact they have come to an unanimous agreement in the point of troop disbandment throughout the whole nation. In consequence of this the projected military conference to be held in Peking has been abandoned.

## THE CHINA COTTON MARKET.

LANCASHIRE'S EFFORT.

JOINT SYNDICATE ESTABLISHED.

[THROUGH REUTERS' AGENCY.]

London, July 10th.

The *Times* Manchester correspondent says that strenuous efforts are being made in the Lancashire cotton industries to recapture foreign trade. The first market to be tackled is China, where Japanese competition is most severe.

A joint syndicate of manufacturers, merchants, dyers and bankers has been established with the intention of producing certain cloths on a bulk scale at rates enabling them to compete with the Japanese fabrics.

Attention at present is being concentrated on dyed cloths, of which China uses between fifty and sixty million yards a year.

For the production of this material the interests concerned are doing their share of the work at rock bottom prices, and several cases have already been shipped to China and auctioned at good prices. Many firms have entered guarantees to stand any loss in marketing the goods. It is intended later to work on a mass production basis.

## RAILWAYS IN CHINA.

HEAVY INDEBTEDNESS TO BRITISH FIRMS.

ROLLING STOCK TAKEN BY NORTH.

[THROUGH REUTERS' AGENCY.]

Rouay, July 9th.

In the House of Commons today, Mr. H. W. Looker asked a question regarding the carrying off of railway rolling-stock in the Yangtze district and the debts owing to British firms for the supply of railway material. He sought to know what the Government intended to do in the matter.

Sir Austen Chamberlain, replying to the question, said he had no information as to whether the retreating Chinese Northern troops had carried off 6,000 goods wagons and 300 locomotives, being practically half of the rolling stock of the railways north of the Yangtze.

Small Prospect At Present. The other facts stated in the question were substantially correct, namely, that two British firms were owed over £1,000,000 for rolling-stock, towards which nothing had been paid since 1922, and that large sums of money are also owed to other British firms for railway material.

Sir Austen Chamberlain added that constant efforts have been made by the British Minister in the past to secure payment of these debts by the Chinese authorities, but, owing to the fact that the railways were the chief instrument of civil war, it was impossible to expect any result until some form of unified control emerged in China. Nevertheless, the British Minister's efforts to secure payment of these commercial debts would not be relaxed.

SIX SURVIVORS IN ALL-DEAD IN "ANGAMOS" DISASTER.

[THROUGH REUTERS' AGENCY.]

SANTIAGO DE CHILE, July 10th.

It is officially stated that the death toll in the *Angamos* disaster is 200. There were only six survivors out of the 215 aboard.

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MAINTENANCE FUND FOR CHILDREN.

[THROUGH REUTERS' AGENCY.]

London, July 9th.

Agreed damages of £2,000 have been awarded to Mr. George Stanley Hankinson, an assistant in the Hong Kong and Shanghai Banking Corporation's Harbin branch, who was granted a decree nisi in the Divorce Court today against his wife, Mrs. Enid Hankinson, who is now living at Leamington.

Mr. Hankinson alleged adultery with Mrs. Francis Brodie to whom Mrs. Hankinson was introduced at Felixstowe Fair. The Judge approved the amount of the damages on the ground that it provided a fund for the maintenance of the two children of the marriage.

## THREE MEN KILLED BY LIGHTNING.

FIELD GUNS STRUCK AT OTTAWA.

TELEGRAPH SERVICE DISLOCATED.

[REUTERS' AMERICAN SERVICE.]

Ottawa, July 10th.

One of the most severe thunder storms which has been experienced for years occurred last evening.

Major O'Halloran and Lance Sergeant Doudey of the seventh Field Battery at Montreal were killed by lightning striking their guns while the battery was practising at Petawawa Military Camp.

Several others were stunned and a gunner also was killed by lightning striking the stable in which he was working.

Several buildings in Ottawa, including some of the grounds of Government House, were struck by lightning, and the telephone, telegraph and lighting services were dislocated.

## RED AGITATORS THWARTED.

COMMONWEALTH LINE CREWS.

BULKHEADS DRAPED WITH UNION JACKS.

[THROUGH REUTERS' AGENCY.]

Melbourne, July 10th.

The liner *Mamilius* has arrived with the repatriated crews of the Commonwealth liners *Larga Bay*, *Morston Bay* and *Hobson Bay*. A reported signed by a number of these shows that Red agitators during the voyage from Liverpool tried to stir up trouble. This was prevented by the tact of the captain, officers and crew of the *Mamilius*, who supported the repatriated moderates, who draped the bulkheads in Union Jacks after the agitators had tried to stir up a revolt when the National Anthem was played at a concert arranged by the repatriated crews.

## GIRL STUCK FAST IN ASPHALT.

ALL TRAFFIC HELD UP.

NEW YORK IN SHIRT SLEEVES.

[REUTERS' AMERICAN SERVICE.]

New York, July 10th.

There have been six deaths in New York City alone as a result of the heat wave under which the Eastern States are sweltering. The temperature in New York at mid-day yesterday was 92 in the shade, and shirt sleeves were the general wear, even in the law courts.

All traffic in Chicago street was held up pending the release of a girl stuck fast in the melting asphalt in the centre of the road.

ADELE ASTAIRE IN DANGER.

THRILLING RESCUE.

MILLIONAIRE'S MOTOR BOAT ON FIRE.

[REUTERS' AMERICAN SERVICE.]

Oyster Bay, July 9th.

The actress and dancer, Miss Adele Astaire, was about to start on a motor-boat trip with Mr. William Leeds, the American millionaire, when the boat caught fire.

The flames swept the decks. Mr. Leeds picked up Miss Astaire and threw her on to the quay, and he himself jumped out and pushed the boat clear.

A few seconds later a terrific explosion aboard wrecked the boat, which was burned down to the water's edge.

Miss Astaire and Mr. Leeds were severely but not dangerously burned. The accident was witnessed by Leeds' wife, who was the ex-Russian Princess Xenia and by Adele's brother, Fred, with whom she is about to reappear on the stage in London, where she formerly scored such triumph.

AMBASSADOR TO BERLIN.

[BRITISH WIRELESS SERVICE.]

Rouay, July 9th.

H.M. the King today received in audience Sir Horace Rumbold on his appointment as Ambassador to Berlin.

## TERRIBLE PLIGHT OF EXPLORERS.

FEVER-STRICKEN MEN ON ICE FLOE.

UNATTAINABLE LAND.

[THROUGH REUTERS' AGENCY.]

Oslo, July 10th.

In a message from Spitzbergen Capt. Lundborg, the rescued airman, tells a harrowing story of the terrible time he spent on the ice floe with Lieut. Vigliani's party.

All the Italians were fever-stricken and were occasionally light-headed. Cecciani's state was the most serious. Food was scanty and unappetising, ice conditions were bad with fog and cold weather, and the party was tantalised to see land only a few miles away but which it was impossible to reach.

The *Arctus* is meeting very difficult ice conditions, but it is hoped that the *Brangana* may be able to reach the party.

No Hope For Mariano.

Stockholm, July 9th.

The leader of the Swedish Relief Expedition to the distressed *Italia* has been segregated from the members of the party commanded by Lieut. Vigliani, from which General Nobile was rescued, are depressed and ill.

They have, however, provisions for three months.

The landing of light aeroplanes in their vicinity will only be possible when the temperature is below freezing point, but in any case such a landing would be most dangerous. The weather at present is very warm.

No trace has been seen of Commander Mariano and his two companions of the walking party, which set out in the hope of reaching land, and they are supposed to have perished. The party had provisions for another week, but they had neither weapons nor snowshoes and no further hope is entertained.

The Russian ice-breaker was last night within 25 miles of Lieut. Vigliani's party and it is now hoped that the *Arctus* will be able to force her way through the ice-land and reach them.

The Swedish leader proposes to send back to Sweden the giant seal-plane must be overhauled. The Italian planes have returned to King's Bay for overhaul.

## BILLION DOLLAR CLAIM.

U.S. STEEL CORPORATION.

OVERPAID TAXES.

[REUTERS' AMERICAN SERVICE.]

New York, July 10th.

The United States Steel Corporation and its ninety-two subsidiary companies have brought an action in the United States Court of Claims to recover \$101,582,120 which is claimed to represent overpaid income and profits tax for 1917 plus \$9,359,862 interest.

SALVAGE OF H.M.S. "DAUNTLESS."

PONTONS LENT BY U.S. NAVY.

[REUTERS' AMERICAN SERVICE.]

Washington, July 9th.

In compliance with a request by the British Admiralty, the U.S. Navy Department has ordered two pontoons recently employed to raise the wrecked submarine *H-8*, to be sent to Halifax to help to get H.M.S. *Dauntless* off the shoal where she lies stranded.

The pontoons have a lifting capacity of 80 tons each. H.M.S. *Dauntless* has been on the shoal for over a week and at first it was considered an impossibility to effect her salvage. It is now hoped this can be accomplished very shortly.

VIRTUAL CURTAILMENT. PRESIDENT AND CUBAN SUGAR CROP.

[REUTERS' AMERICAN SERVICE.]

Havana, July 9th.

President Machado does not intend, it is stated, to restrict the forthcoming sugar crop, but he has decided not to allow the grinding season to start before January.

This decision is regarded as virtual curtailment.

S.S. "CARMARTHENSHIRE."

[THROUGH REUTERS' AGENCY.]

London, July 9th.

The s.s. *Carmarthenshire* which was beached at Erit on account of the disastrous fire which broke out on board, was re-floated at high tide today and towed to dock.

## BOMB THROWN IN MOSCOW.

OUTRAGE BY WHITE RUSSIANS.

SECRETIVE OFFICIALS.

[THROUGH REUTERS' AGENCY.]

Moscow, July 10th.

The bomb outrage at Moscow was apparently more serious than official reports admit. An eye witness who has arrived at Berlin says there was a tremendous explosion followed by a shower of broken window panes and immediately afterwards a troop of Soviet soldiers rushed out of the building, chased off the onlookers and closed all exits from the square.

Ambulances carried off the injured to hospital and subsequently workmen arrived to shore up walls and ceilings.

The authorities are most secretive, but as they are many officials and a number of political prisoners in the building the casualties may be greater than was announced.

Moscow, July 9th. A home-made bomb, which is alleged to have been thrown by two "White" Guards, exploded outside the Passport Bureau of the State Political Department today.

As a result, one "Red" soldier was killed and another seriously wounded.

One of the culprits, a former officer in General Wrangel's Army, was killed while fleeing, and another, a "White" Guard refugee, was arrested.

## MEXICO'S RELIGIOUS PERSECUTION.

50 CATHOLICS ARRESTED.

[REUTERS' AMERICAN SERVICE.]

Mexico City, July 10th.

The Secret Police yesterday evening raided a private house and arrested fifty Roman Catholics, including a priest, on charges of violating the Religious Laws.

The house was fitted up with an altar and the necessary vessels for conducting Mass.

## SERIOUS OUTBREAK ON STEAMER.

9 DEATHS ON DUTCH VESSEL.

[THROUGH REUTERS' AGENCY.]

Amsterdam, July 9th.

An alarming message has been received from the Rotterdam-Lloyd s.s. *Insulinde*, her master reporting that serious sickness has broken out on board, and that eight deaths have already occurred.

The vessel, which is on its way to Rotterdam from Batavia, is due at Suez today.

## MURDERER OF BRITISH MAGISTRATE.

MAHOMEDAN SENTENCED TO DEATH.

[THROUGH REUTERS' AGENCY.]

Calcutta, July 10th.

The trial has concluded of the Mahomedan, who attacked the British district Magistrate at Chittagong, Mr. G. H. W. Davies, and stabbed him to death.

He was found guilty and sentenced to death.

## THE NEW CHINA.

BRUSSELS UNIVERSITY LECTURE.

[THROUGH REUTERS' AGENCY.]

Brussels, July 9th.

Dr. Tsu, of the Central Executive Committee of the Chinese Nationalist Government, lectured at the University of Brussels today on "The New China."

The Chinese Minister to Brussels was among those present.

## SINGAPORE DOCK PASSES GIBRALTAR.

[THROUGH REUTERS' AGENCY.]

Gibraltar, July 9th.

The first section of the floating dock for the Singapore Base has successfully negotiated the Bay of Biscay and passed Gibraltar today on its way East.

## STARVING WORKERS IN CUBA.

[REUTERS' AMERICAN SERVICE.]

Kingston, July 9th.

The Protector of Jamaican immigrants into Cuba is discussing with the acting-Governor the labour situation created by the fact that 50,000 Jamaicans are now unemployed in Cuba, many being starving.

## PLANS FOR COTTON INDUSTRY.

STRANGLE-HOLD OF BANKS.

U.S. EXCHANGE BREAK.

[THROUGH REUTERS' AGENCY.]

London, July 9th.

An interesting proposal to extend by an hour the period during which the Liverpool and New York Cotton Exchanges are open together has been rejected by the Liverpool Cotton Exchange by 158 votes to 135.

The suggestion was that the business hours of the Exchange be extended from four to five o'clock, and its advocates predicted a great increase in business turnover. At present the two exchanges are only open for one hour together.

Over-Capitalisation. The first meeting of the special sub-committee appointed by the Federation of Master Cotton Spinners' Associations to investigate the alleged over-capitalisation of the industry was held at Manchester today, and decided to appoint its own sub-committee to act, if necessary, with the Cotton Yarn Association to collect information concerning the financial position of the American cotton spinning mills.

When the committee has completed its investigations a move will be made towards reducing, with the co-operation of the banks and the Government, the financial overhead costs to an economic level.

Mr. S. S. Hammesley, the Conservative M.P. for Stockport declared that the banks had a strangle-hold on the industry. He suggested that a solution might be found in the formation of a special Cotton Bank.

Stamp On American Market. New Orleans, July 9th.

One of the sharpest breaks of the year occurred on the Cotton Exchange today as the result of the publication by the Government of an acreage report showing an increase of over 11 per cent. as compared with last year.

Heavy selling sent down prices at a terrific rate, the closing figure being down by about \$4.25 per bale.

Similar reaction occurred on the New York Cotton Market, prices dropping 85 points within a few minutes of the issue of the Government's acreage report.

The increase in the area under cultivation was much larger than was anticipated.

## EMPIRE EMIGRATION PROBLEMS.

LORD LOVAT'S TOUR.

[BRITISH WIRELESS SERVICE.]

Rouay, July 9th.

In the House of Commons, Mr. W. A. Omsky-Gore, Under-Secretary for the Colonies, stated in reply to a question, that no special directions had been drafted for the purpose of the impending visit to Canada, Australia and New Zealand of Lord Lovat, Under-Secretary for the Dominions.

He hoped to discuss matters relating to overseas settlement with the authorities and with any representatives of any organisation in the Dominions which he was visiting, and to negotiate such an extension of the present policy, as might appear feasible.

It was not intended that any scheme should be held up until the conclusion of the tour. All cognate subjects relating to emigration, it was stated, would be under review.

## BRITISH DELEGATES TO GENEVA.

[BRITISH WIRELESS SERVICE.]

Rouay, July 9th.

The British delegates to the forthcoming meeting of the Assembly of the League of Nations will be Sir Austen Chamberlain, Lord Chesham, Sir Cecil Hurst, Sir E. Hilton Young, Dame Edith Lytton and Mr. A. Duff Cooper.

## OBITUARY.

SENATOR G. E. CHAMBERLAIN.

[REUTERS' AMERICAN SERVICE.]

Washington, July 10th.

The death is announced of ex-Senator George Earle Chamberlain, Chairman of the Senate Committee of Military Affairs during the war, ex-Governor of Oregon and late member of the United States Shipping Board.



## LAWN TENNIS.

## HONG DOUBLES.

R. Hancock and H. S. Hills (owe 3/0) set the ball rolling in the Hong Doubles Tournament of the Hong Kong Cricket Club yesterday when they defeated J. E. M. Andrew and C. D. Wales (Union Insurance Society) in the first round. A good number of members watched the play, an even struggle, the difference in the handicap counterbalancing the strength of the two pairs. R. Hancock and H. S. Hills, however, won by two sets to love after an interesting fight for the second set, the final scores in their favour being 6-3 and 7-5. They now meet the winners of the tie between C. C. Stark and E. J. R. Mitchell, owe 3/4, v. W. G. Lamb and A. E. Johnston (B. & S.), rec. 3/6.

## TO-DAY'S MATCHES.

1st Round.—C. C. Stark and E. J. R. Mitchell (owe 2/0) v. W. G. Lamb and A. E. Johnston (B. & S.), rec. 3/6.  
2nd Round.—W. K. Tait and J. N. Owen (Doddwell & Co.) rec. 15 v. W. M. Lyons and L. A. R. Duncan (A.P.C.) scr.; T. P. Saunders and J. R. Way (H.K. Electric) rec. 15 v. O. E. C. Marton and M. H. Turner (Deacons) owe 2/8.

## GOLF.

## ROYAL HONG KONG GOLF CLUB.

## CAPTAIN'S CUP.

Fanning, July 7th-8th.—

F. A. Redmond, 83—6-77 wins  
J. Smith, 90—11-79

There were 21 entries.

## TEA-TIME HORSE RACING.

## COUNTER ATTRACTION TO "THE DOGS."

## PROSPECT OF EVENING MEETINGS.

The London Morning Post understands that the authorities of certain race courses near London, which include Kempton Park, Hurst Park, Sandown Park, and Alexandra Park, are contemplating the running of races on Saturday afternoons, as a counter to the rival sport of greyhound racing. The racing would begin about five o'clock.

The enormous popularity of greyhound racing has had an adverse effect on the numbers attending horse races. Those courses which lie near the thickly populated areas are affected most.

The threat from greyhound racing, which since it began in Manchester two years ago, has spread to practically every large centre in the kingdom, cannot be ignored, it is stated. In London alone the new sport has a vast following. The White City has an average crowd of 30,000, while that at Wembley is not much less. Then there are the heavy attendances at Harringay, Clapton, and Wimbledon.

It was estimated by the Greyhound Racing Association at a meeting last November that in a year of working, no fewer than 4,500,000 people passed through the turnstiles of the Association's tracks. In that period the gross receipts amounted to nearly £200,000.

## GERMANY CAN PAY.

## AMPLE MARGIN FOR REPARATIONS.

BERLIN. The interim report of the Agent-General for Reparation Payments, Mr. Parker Gilbert, covering the execution of the "Experts' Plan" during the first nine months of the fourth annuity year, confirms the opinion that Germany can pay. This fourth annuity year is the last of the "transition period" contemplated by the Plan, and in it Germany has to pay £87,500,000. The fifth annuity year, beginning on September 1st next, will be the first standard year, and while the contribution from the German transport tax, industrial debentures, and railway bonds will not be increased, the contribution to be provided for in the Budget of the Reich will increase from £25,000,000 to £32,500,000, making a grand total of £125,000,000.

Can the Reich provide the extra £37,500,000? Mr. Parker Gilbert's answer is reassuring: The specific securities provided by the Plan have continued to develop in the way that gives increasing assurance of their ability to provide the standard payments which Germany is required to make. The assigned revenues are yielding a return which would cover with a margin of more than 100 per cent. the Budget contribution of 1,250 million gold marks.

## THE TEST TRIAL.

## LITTLE GUIDANCE FOR SELECTORS.

## LORDS GAME DRAWN.

## TOPSY TURVEY CRICKET.

[By H. J. HENLEY.]

What have the selection committees learned?

That is always a question which arises when a Test match trial game is played. They could not have learned much on Saturday.

Worthington, a new comer to representative cricket, made only five. But that does not prove that he is not a potential Test match player. Even Hobbs could not be condemned on a single failure.

Tate took only one wicket on the first day, which cost him 90 runs; but that should not suggest that he is no longer good enough to bowl for England.

Larwood took six wickets very cheaply, but everyone knew that he was a good bowler without this further evidence.

On the top of all this Staples and Nichols, the last pair in the batting list, made runs better and more brightly than anyone else on the side. Yet they were played for their bowling! It was all rather topsy-turvy.

Pity the poor selection committee!

Apart from Larwood's bowling, Smith's wicket-keeping and the last-wicket stand which produced 80 good-looking runs in many minutes, the cricket was not impressive.

Watson began well. He made some fine shots, but he suddenly sobered down. It was as if he had realised that he was playing for a place in a Test match. He saw that bogy behind the bowler's arm which has lost England so many Test matches.

He suspected guile in the most common of half-volleys. But they had to run him out to get him out when he had made 40.

## AMES SHAPES WELL.

D. R. Jardine, captain of the side, was Watson's partner during a stand which produced 63 runs for the third wicket. With things going not too well for his side, the Surrey man battled at his steadiest. He also battled at his best on a wicket slow after recent rain. He always looked the master of the bowling.

O'Connor did not venture so many strokes as he sometimes does for his county, but he passed nothing that deserved hitting and scored as many as nine 4's in his 44.

Ames, like O'Connor, got nearly all his runs in front of the wicket—a refreshing change from the familiar deflecting game. He suggests a future Test player both as a wicket-keeper and as a batsman.

When the ninth wicket fell the total was 227, but Staples and Nichols carried it to 307.

It was very interesting cricket that they played, but at the same time rather disturbing cricket from one point of view, as English bowlers are expected to get the West Indies out very shortly—not to mention the Australians later on.

Larwood bowled well on a wicket not suited to his style—it was too slow to enable him to make the ball rise above stumps, except upon rare occasions. More than one of his wickets came from bad strokes rather than good balls.

## CHAPMAN'S CAPTAINCY.

A. P. F. Chapman, England's captain, worked untiringly in the field and made one very good catch at slip.

Chapman's captaincy was not quite so good as his fielding. There were periods when he had two of his faster bowlers on together. There were periods when he had two of his slower-paced bowlers on together. And his faith in Freeman was remarkable.

The day contained one unhappy incident. Hobbs again strained the muscle of the thigh that has given him so much trouble, and to leave the field. He said that he hoped to be able to play to-day, but a cricketer so liable to break down must be a doubtful starter for a Test match.

In fact, Hobbs later stated that though he might be to-day he would not, if selected, accept the invitation to play in the Test match against the West Indies next Saturday, as he thought that it would not be fair either to the selectors or the rest of the team for him to go into the field unless his leg was perfectly sound.

(Continued on next column.)

## JUNIOR KOLAPORE CUP.

## CHINA PORTS' GREAT FIGHT.

## NIGERIA WIN BY ONE POINT.

[THROUGH ROUTE'S AGENCY.]

LONDON, July 9th.

A fine shoot was witnessed at Bisle to-day for the Morning Post Junior Imperial Kolapore Challenge Cup, Nigeria and British Treaty Ports in China fighting hard for first place, Nigeria eventually winning by 524 points against a score of 523 by the China Treaty Ports, who were second.

The Federated Malay States were sixth with 503 points, the Straits Settlements eighth with 492 points, and Johore ninth with a score of 478.

The Prime Minister of Johore, Dato Abdullah, was captain of the Johore team.

The conditions are that teams shall consist of four competitors, each to have ten shots at 300 yards, 500 yards and 600 yards.

The China Treaty Port scores were:

Gunner Lancaster ..... 138  
Corpl. Glover ..... 135  
Corpl. Grimes ..... 127  
Sergt. Trill ..... 123  
Bishop Ferguson-Davie competed for Singapore and returned the capital score of 123.

On the final day E. Tyldesley, who had already scored 54, began slowly, but when he had accustomed himself to the pace of a wicket, slow after a night of rain, he made delightful runs in many directions.

And he found an equally merry partner in Tate.

Tate has nothing in the cricket world, and in seventy minutes he and Tyldesley put on as many as 151 runs before A. P. F. Chapman declared the innings closed.

Boundary hits abounded during that stand, and Tyldesley showed, not for the first time, that he can play two games—the game of care when things are going wrong with his side, the game of enterprise when runs are needed in a hurry.

The Rest did very badly for a time, but for the second time in the match D. R. Jardine saved the situation. He played perfect cricket—perfect to the eyes of those who do not imagine that the beginning and the end of cricket is fast scoring.

Worthington, that stranger to London, seemed somewhat nervous. Small wonder! But he shaped like a batsman in making his 25.

V. W. O. Jupp gave the batsmen most trouble. He so often beat the bat without hitting the wicket. He so often beat the bat without hitting the wicket. He is a very different Jupp in these days from what he was in his Sussex days. He was a fast-medium bowler then. He is a distinctly slow bowler now.

## THE REST: 1st Innings.

E. W. Dawson, b Larwood ..... 10  
Watson run out ..... 40  
Leyland, b Tate ..... 11  
D. R. Jardine, c Chapman, b Larwood ..... 48  
Worthington, b Larwood ..... 5  
R. E. S. Wyatt, c Smith, b Freeman ..... 7  
Ames, b Larwood ..... 40  
O'Connor, c Tate, b Larwood ..... 48  
Macaulay, c Hallows, b Larwood ..... 38  
Staples (S.), not out ..... 38  
Nichols, Smith, b Jupp ..... 15  
Extras ..... 15  
Total ..... 307

## Bowling.—First Innings: Larwood 6/59, Tate 1/80, Jupp 1/46, Freeman 1/70, Hammond 0/28.

## The Rest: 2nd Innings.

E. W. Dawson, c Smith, b Jupp ..... 17  
Watson, c Hammond, b Larwood ..... 21  
Leyland, c and b Jupp ..... 74  
D. R. Jardine, not out ..... 23  
R. E. S. Wyatt, c Smith, b Freeman ..... 22  
Ames, c Freeman, b Jupp ..... 10  
O'Connor, c and b Tate ..... 21  
Jupp, b Freeman ..... 5  
Total (7 wickets) ..... 105

## Bowling.—Second Innings: Larwood 1/33, Tate 1/25, Jupp 3/84, Freeman 3/63.

## England: 1st Innings.

Sutcliffe, c Jardine, b Staples 101  
Hallows, c Ames, b Nichols ..... 55  
Tyldesley (E.), not out ..... 180  
Hammond, b Nichols ..... 7  
A. P. F. Chapman, c Worthington, b Nichols ..... 14  
V. W. O. Jupp, b Nichols ..... 1  
Smith, c and b Staples ..... 7  
Tate, not out ..... 58  
Extras ..... 20  
Total (6 wickets dec.) 423

Bowling.—Nichols 4/103, Macaulay 0/54, Worthington 0/73, Staples 2/78, Leyland 0/32, O'Connor 0/19, Wyatt 0/28, Watson 0/18.

## MEN'S DAY AT ASCOT.

## BRITISH STILL THE BEST DRESSED.

## THE KING'S BLUE WAIST-COAT.

## BEIGE AND RED THE WOMEN'S COLOURS.

LONDON, June 30th.

It was Men's Day at the opening of Royal Ascot yesterday. Men outnumbered women by five to one. Once again the gathering showed the British as the best-dressed men in the world. The King followed a new fashion in wearing a French blue single-breasted waistcoat with his black morning coat.

The display of women's dresses was notable for the return of big hats and (fanciful) frocks. Beige and red were the fashionable colours.

The King and Queen drove from Windsor Castle in semi-state, accompanied in the first carriage by the Prince of Wales and the Duke of York. The Duchess of York and Princess Mary were in the second carriage with the Duke of Gloucester and Prince George. The party was given the customary enthusiastic reception.

Clouds hid the sun for long periods during the afternoon and women wore cloaks and even furs, but there were only a few drops of rain.

## MAGIC OF ASCOT.

## MEETING THAT NEVER LOSES ITS CHARM.

[By J. M. H. JEFFRIES.]

"Well," said one man to another as they walked over the lawns to the tunnel which leads to the paddock, "it's always the same Ascot." And that was how one temporary racegoer at least heard this year's Ascot races ushered in. It was a good introduction, for all that the most cautious cap do is to ask Ascot to be itself over again year in and year out.

There we were, all as last year, watching for the moment when the red outriders would show through the distant gates and presently the cheers would reach us as the cantering horses brought the King and Queen and the Princes and Princesses nearer and nearer. How wonderful to have that truly royal drive, that cavalcade even so splendidly accomplished, once more.

## MORE MEN THAN EVER.

How pleasant to see agreeable things recurring as one looked down on the enclosure and noted it as much the same enclosure, as much the same enclosure scene, to be accurate, as on the first day of Ascot twelve months ago.

There was that quick, discreet touch about it which the first day always seems to have. It seems to be Men's Day always, that first day. Whether it be that women reserve themselves particularly for Cup Day, or hide their numbers in cloaks, is not obvious. But there seemed to be more men than ever, and their dark attire gave a ceremonial touch to the picture.

How pleasant to see all those seductive tents again, marked champagne and iced cup and the like, round the lawns behind the grand stand. How agreeable to note the musical industry of the Life Guards band in their flower-wreathed stand, just as musical when brave men and fair women are seated all around listening to them as when a coming race has emptied the lawns, and they are left in the centre looking in their scarlet coats like so many strawberries without cream.

How pleasant to see the well-set-up soldiers by the military tents, and to see the hedges and to hear the crowd and even the myriad voice of Tattersall once more.

## ASCOT FASHIONS.

## BIG HATS AND FANCIFUL FROCKS COME BACK.

[By A WOMAN CORRESPONDENT.]

It was a Coat Ascot. Many of the coats were in beige, red or blue lace. Deep cuffs of georgette or summer fur were on nearly all. Most had high collars, and some were fastened only at the neck.

The new shade of beige was a cocoa-colour. Red in a variety of shades was to be seen in hats, dresses, coats, and shoes.

Ascot brought "flop" hats back, some being quite half a yard across. One of the prettiest was a Dolly Varden in straw colour with a band of blue ribbon flowers across the front.

The alternative hats were close-fitting—almost like skull-caps or turban-shaped, such as the Queen of Afghanistan introduced.

(Continued on next column.)

## PRISON FOR CABMAN.

## "FARE" WHO HAD NO LUGGAGE NEARLY RUN OVER.

VIENNA.

Because they are entitled to charge extra for luggage, the taxicab-drivers of Vienna are always unwilling to accept a "fare" at a railway station who carries only a small handbag, or no luggage at all.

As the drivers of Vienna are Socialists, almost to a man, they are able collectively to defy authority, and choose their own "fares," so that the chaos at a Vienna terminus is not equalled anywhere else in Europe.

Dr. Gassauer, an attorney, arrived at the North Station at midnight with only a small handbag, walked to a taxicab, and seized the handle of a door. The driver instantly moved on, because he did not want the doctor as a "fare." Dr. Gassauer held on tightly and was nearly run over.

When the driver took a couple with luggage into his cab, Dr. Gassauer gave his card to a gendarme, and started a prosecution. He had to walk home, but he felt elated that he had escaped a serious peril and had done service to the public.

Now a judge has sent the driver to prison for five days, on a charge of causing physical danger to Dr. Gassauer.

## LENIN'S BODY.

RIGA, Latvia. The latest sensation in Moscow, according to travellers arriving here, is a report that the right hand of the embalmed body of Lenin, which lay clenched across the breast, has fallen away. This, it is stated, is the real reason for the sudden closing of the Lenin Mausoleum in Red Square, Moscow, for repairs.

The body of Lenin, who died in 1924, lay in a glass coffin clad in the garments of a Russian worker, with a red rosette pinned on the breast. A perpetual watch was kept over it.

There were no extravaganzas. Skirts were not very short, and sleeves were long. Frocks have become fanciful again, and a higher waist was visible on several.

Materials included black velvet and black stockinette shot with gold. Almost every woman wore a string of pearls.

The Duchess of York combined in her dress all the fashion points of colour, material, and style which Ascot revealed.

She wore a satin coat of beige, with two shaped flounces draped up the front. Her frock was of floral georgette and had draperies falling to her ankles.

The Duchess's hat had a broader brim than usual and a lace edge. She wore a large rosette of lace to match her gown. Her only departure from the prevailing fashions was a black full-length umbrella.

## WHAT MEN WORE.

## THE KING'S BLUE WAIST-COAT.

[By FORTY-THREE ROCKFORD.]

It was the men who mattered at Ascot yesterday: there were at least five to every woman in the Royal Enclosure. Women no doubt were deterred by the weather from turning up or wearing their best dresses, but the mere male certainly shone.

It was a day of black morning coats, and tall hats, even though there were many more of the younger set of Englishmen present than has been the case since the years immediately following the war.

Clothes, speaking generally, were drab and quiet: the weather did not call for very loud or light coloured frocks. There were very few of the old familiar sponge bags, herringbones, and fancy tweeds.

Lord Westmorland wore one of the new French blue double-breasted waistcoats with his black morning coat. The King also had one of these, but in the single-breasted model.

The Prince of Wales set no new fashion: he was again wearing the pale shade of Oxford blue shirt, and the double collar with the wide opening which he wore at the Derby.

It was left to the Marquess of Londonderry to strike the original note by wearing a morning coat suit of dark grey diagonal, the double-breasted, knee-length, in black cloth silk, his waistcoat of a light shade of grey, and the familiar black satin stock bow tie. His trousers were made with permanent turn-ups and the sleeves of his morning coat had turn-back cuffs.

There were dozens of the younger men about town, all wearing perfectly cut morning coats, that one with the pointed tail and either one or two buttons on the front.

(Continued on next column.)

## NEW CHARM OF SANDRINGHAM.

## THE KING'S KEEN INTEREST.

## HIS SURE EYE FOR LANDSCAPE.

[By F. W. D. IZZARD.]

SANDRINGHAM, Norfolk.

The gardens of the royal demesne of Sandringham again are being visited freely by the public on the two days of the week—Wednesday and Thursday—on which for five hours they are thrown open in the name of sick and nursing charities.

The past two years have seen various changes in the royal gardens which, though quite simple, have given much aesthetic gain. But in its way no innovation is so striking as the erection of a turnstile just within the little gate in the wall by which the public has access to the actual grounds of Sandringham House.

The sixpences, which last year between May and September totalled nearly £1,100, are registered within full view of the windows. That is some indication of the freedom which is allowed visitors.

To one who has known the royal gardens for very long period there are almost every part of them certain obvious differences of recent making, and all for the good.

Of these the King has been the inspiration. His Majesty has a sure eye for landscape effects, a love of full-grown trees, and airy vistas. He has studied the views from every vantage, including the windows of his own room, as any sincere garden owner would do, for the eyes rest longest on those scenes.

And so it has come about that under the supervision of Mr. Thomas Cook, the head gardener, whose own ideas of garden beauty are in perfect line with those of his royal master, a judicious removal of trees here and there has opened out some charming prospects. I do not think the quiet woodland setting of Sandringham has ever looked more attractive than in the June freshness of today.

## The Queen's Nest.

From some of the walls of the house the crude ivies have been removed, and young flowering climbers, like the blue ceanothus viticinus, planted. At the end of the terrace is the rock garden, formed of the brownish Snettisham stone, and at present abutting with Alpine flowers.

Perched above it is "The Queen's Nest," the quaint little tea-house which the late Sir Dighton Probyn had erected when he gave it to Queen Alexandra.

To the terraces, the rock garden, and even this little "nest," the public has free access.

The delightful walks by the water and round the wilder parts of the gardens are as free as the terraces and formally planted spaces, and I am told that the behaviour of the public has been admirable. No vestige of litter has been left behind.

But it is, unfortunately, still a matter of annoyance that the rhododendrons which fringe the open woodlands beset the public roads on the royal estate are despoiled in the flowering season.

## The Herbaceous Borders.

Through the gates of the kitchen garden visitors pass into the massive pergola through which Queen Alexandra in her later years used to be driven every Sunday. Beyond it lie on each side the herbaceous borders, in two sections making a total length of nearly a quarter of a mile, and about 14ft. in breadth.

The first section was replanted two seasons ago to give a gradation of colours along its length, starting with groups of the light and delicate pinks and mauves, and running on through the reds, crimsons, and purples to the various shades of blue.

This section is now beginning to glow with its midsummer beauty. The farther section is composed of mixed flowering plants, and in the height of the season is gorgeously full of colour, while running across the end is a broad border of Michaelmas daisies which is the delight of their Majesties during their autumn visit to Sandringham.

Elsewhere in the kitchen garden flowers are mingled discreetly with vegetables, so that colour always is present. Dahlias and beetroots, chrysanthemums and carrots are two of these combinations.

Espalier apples form the background of the herbaceous borders, with, above the espaliers, high metal arches over which are trained varieties of apples which have bright-coloured fruits.

## King's Favourite Flower.

The public is not allowed in the conservatories, but there is one house where the butterfly flower (echinanthus), clarkia elegant, herbeous calceolarias, and other plants now are in glorious display near the door of which beautiful things are massed for visitors to see.

Carnations are favourites with the King and Queen, and two more ranges of glass have been given to these flowers. Here are blooms of White Pearl, which so often

(Continued at foot of next column.)

## THE PSYCHIC HEALER CURES 'DIABETES.'

I had been suffering from 'diabetes' for many years. I had gone under many treatments, but all in vain. I had no hope of recovery. I was told by one of my friends to see the "Psychic Healer" now staying in the Hotel Savoy. So, I went to consult him, who gave me a few 'Tawees.' I acted according to his instructions and now I am completely cured of my disease.

I offer my sincere thanks to the renowned 'Spiritualist.'

(Sgd.) E. S. YIP.

57, QUEEN ROAD.

Hong Kong, 6th July, 1928.

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## THE SECRETARY.

PSYCHIC LODGE.

HOPEL SAVOY,

Hong Kong,

Rooms No. 38 and 39.

[6-41]

## CANCER AND ITS CAUSES.

MR. ELLIS BARKER'S STRIKING BOOK.

## DISEASE OF FAULTY LIVING AND FEEDING.

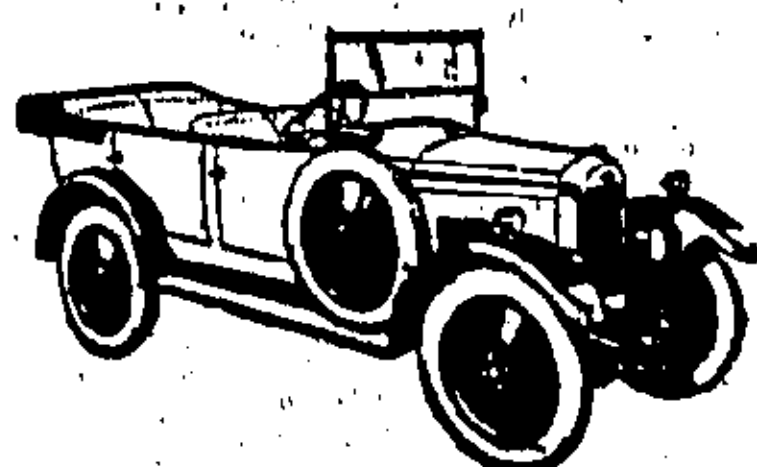
Sir W. Arbuthnot Lane, in the introduction which he contributes to a remarkable book, "Cancer, the Surgeon and Researcher



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JUNIOR



TOURER

H.K. \$1,750.  
GILMAN & CO., LTD.

THE HONG KONG DAILY PRESS, WEDNESDAY, JULY 11th, 1928.

# MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.  
Motor Notes—Local and General—Useful for Hong Kong—A Cosmopolitan Staff—The Very Small Motor-car—  
British Motor Car Triumph—Women's Task on the Motor Tour—Baby Car in France—  
Across Darkest Africa—Women's Car Race—Value in British Cars.

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The following Reduced Prices for  
HIRE SERVICE  
Large Car .....\$4.50 per hour.  
Small Car .....\$3.00 per hour.  
waiting—half above prices.

THE DURO MOTOR CO., LTD.

## MOTOR NOTES.

### LOCAL AND GENERAL.

#### CASTLE PEAK CAFETERIA.

The new buildings and swimming pool of the Castle Peak Cafeteria, have now been thrown open to the public. The tea is supplied at a moderate price, and the price for bathing in the pool is 30 cents for the swim and room in which to change. The garage is also open for motorists who wish to park their cars overnight.

#### NEW FORD CARS.

Perhaps the very first Sports Coupe of the new Fords to arrive in South China was recently supplied to one of the first orderers. Its arrival was somewhat of a surprise to the delighted owners, and a trial run in the car showed that it was fully capable of doing all that has been claimed for it. Incidentally, it may be mentioned that the Ford dealers at Mong Kok have one of the very best assortment of spares ever placed at the service of local motor-car dealers.

#### NEW HARLEY DAVIDSON LUGGAGE VANS.

A very convincing argument has been put forward by the Harley Davidson Motor-Cycle Factory of U.S.A. in their slogan of "Why a one-ton truck to deliver a one-pound package." They have marketed new combination models suitable for parcel work, which are capable of carrying over 500 pounds in weight at a cost of one-third the running cost of motor trucks. A new shipment of these Harley Davidson Parcelcar cycles is due to arrive by the s.s. *President Adams*, and have already been sold to the General Post Office at Macao for delivery service.

The local agents, Messrs. Gascon Motor Co., opposite the Steam Laundry, Kowloon, would be glad to give any local firm a demonstration of the capabilities of this new Parcelcar before it is shipped to Macao.

All the latest improvements are embodied in this new cycle, which during the past has met with unusual success in the States.

#### NATHAN ROAD ELECTRIC LIGHTING.

Steel poles are now being erected on both sides of Nathan Road, Kowloon, and high powered electric lights will be hung from wires stretched across the road. The old gas lamp-posts will soon be taken down, and the bug-bear of being sandwiched between the lamp post and a 'bus, will soon be non-existent.

#### THE PENINSULA HOTEL CORNER.

In spite of the white lines laid by the Kowloon Residents Association to facilitate the negotiating of the corner at the Peninsula Hotel, Kowloon, inconvenience has been caused by the romantic and dreamy looking Indian traffic officer who stops the 'bus in spite of the white lines which guide the driver into Nathan Road. At night the misunderstanding is increased when again the traffic officer switches on the wrong light and still signals with his hand for you to carry on!

#### RICKSHA ROUTE ALTERATION.

It will be noticed that rickshas have now begun to turn into Nathan Road via Middle Road, between the Peninsula and Kowloon Hotels. This alteration of route has been ordered as a result of the "blind corner" caused by the high fence around the flats under construction in Nathan Road.

#### CITROENS FOR HIRE.

A new type of car is now placed at the disposal for the public for hire. It is the French car—Citroen—of which the Kowloon Motor 'Bus Company are the owners. The cars include both closed in and touring models, while the price is similar to the charge at all other garages—\$3 an hour.

## OUR TAXIS.

The new Clyno taxis which have no doubt impressed the public as a clean and cheap means of conveyance are finding great favour with the residents on the higher levels. No longer are they subject to the bandy of the public vehicles which over-crowd the motor-stands, and the fare to Causeway Road as far as the Italian Convent can be made for the very moderate price of 40 cents. The drivers are most courteous, and it is stated that children are carried at half fare. Hong Kong is very fortunate to have such fine vehicles as taxis.

## ROAD WIDENINGS.

Road widening is in progress at several corners of the new Repulse Bay Road and the same is being done by the Naval Hospital. Part of the Naval Hospital Retaining Wall has been demolished, while on the opposite side part of the hillside is being cut away. Motorists should slow down on approaching this slight gradient, and it would be wiser to change down until the truck crossing has been passed. The width of the road is considerably narrowed for the time being by the work, and there is barely room for two cars to cross at the same time.

## SAND COVERED CORNERS.

Large quantities of sand are still sprayed on sharp corners and following a rain storm it is a real pleasure to ride around a corner without fear of a violent skid.

## THE NEW CHEVROLET.

That the 1928 Chevrolet car has risen to the position of the best seller in the United States is little to be wondered at after a visit to the Hong Kong Hotel's Showroom to see the new Chevrolet car. From its appearance it might be taken for a smaller brother of the Lincoln car. The huge radiator that strikes the eye in contrast to last year's model, while the finish in dark red is certainly an attraction.

## LEG-ROOM IN LIGHT CARS.

With a view to providing more leg-room for the rear-seat passengers and greater comfort in the front seats, the Standard Company is now fitting its 9 h.p. cars (saloons and 4-seater tourers) with bucket front seats. In addition to serving these objects, the new front seats look very smart and also increase the effective width of entrance to the rear seats. The seating arrangements of this car are, indeed, far more commodious than one would expect from its overall size, it being possible for persons of more than normal stature to "stretch their legs" in either front or back compartment.

## AERO ENGINES AT MILAN FAIR.

Armstrong Siddeley aero engines were shown at the Milan Sample Fair. The models, which are all of the air-cooled static radial type, include the five-cylinder Comet and MongOOSE and the seven-cylinder Lynx.

The Lynx engine has been selected for service on the new Munich Milan airway over the Alps, while the two smaller engines are used for light aircraft and train purposes.

## INCREASED DEMAND FOR NEW-HUDSON BICYCLES.

The demand for New-Hudson bicycles shows no diminution, and large orders continue to reach the factory, not only from the home market, but from all over the world.

## A SAVING OF PETROL.

Recently published reports of Tilling-Stevens Motors, Ltd., should interest every man who is concerned with the problem of rapid transport. Tilling-Stevens have proved conclusively that road-transport is by far the most efficient of all methods of goods and passenger carrying; and the "Express" Chassis to be the most economical of all modern commercial vehicles. Not only does the "Express" provide a distinct and profitable saving in petrol consumption, at least one mile per gallon better than any other vehicle of similar horse-power and weight carrying capacity, but by reason of the sound design and perfect workmanship, it minimises repair and maintenance charges and guarantees a length of working life which has few equals.

## THE VERY SMALL MOTOR-CAR.

### A 9-H.P. SALOON ON TEST.

The very small motor-car has been much in the limelight of late, says the motoring correspondent of a Home paper. This is not surprising. People have discovered that these little vehicles are not toys. They are just orthodox sturdy little motor-cars capable of a good road performance, easy to handle in traffic, easy to house, and a splendid contribution to inexpensive motoring. They are introducing to many families the two-car standard. The big or medium-powered car is used for long trips and the little fellow for shopping expeditions, running to the golf course, and general running about. The women members of the family circle appreciate the small car, finding it delightfully easy to handle.

### Sunshine Saloon.

This week I carried out a trial at the request of the makers of the new 9-h.p. Standard sunshine saloon.

There are now quite a number of types of sunshine saloon. The Standard principle is of the simplest. You slide back two bolts, this can be done from the driving seat, and pull the head back to any desired position. It can be locked by means of the bolts into its various positions. The weather was exceptionally hot during the trial. I found the best plan when the sun was shining full on to the car was to use the sliding head as a sunshade, just pulling it back sufficiently to keep off the sun, but allowing at the same time a sufficient opening for ventilation. The car was then as cool as if not cooler than an open car. This type of body will assuredly help the demise of the open tourer. It is ideal.

This little motor-car proved most fascinating to drive. Its baby engine was sweet at all speeds. Its maximum speed proved to be just at 55 m.p.h. This is a most creditable performance for a "9" carrying a four seater, close body, with ample seating room for the driver and front passenger and reasonable accommodation for the two back passengers.

### Run Without Fuss.

Naturally with an engine of this size the power output is largely dependent on fast running. What speed the little engine turns over at when the car is doing a speed of 45 m.p.h., which it will do comfortably for mile after mile, I do not know. But at this speed it ran smoothly and without the least fuss, which, in my view, is a very fine achievement.

Acceleration was excellent when the engine was revving. Naturally when it is off its beat it requires speeding up by gear changing. But as this can be done with one finger it is not much of a handicap.

The only criticism I have to make is in regard to the rod type of controls for the hand accelerator and magneto advance and retard. They are apt to shift, and I found that the magneto control continually retarded itself.

Springing and steering were both excellent.

This new Standard impressed me as one of the best small cars that I have seen my pleasure to drive for a long time.

## MOTOR-CYCLING.

### MONTHLY RUN OF THE KOWLOON CLUB.

The monthly run of the Club for August has been fixed for the first Saturday in August. Members are asked to try and keep the date clear, and the meeting place is as usual at the Star Ferry at 3 p.m. There are several important questions to discuss and it is hoped that as many as possible will attend.

## BLESSING THE CARS.

### MONTREAL.

At the annual ceremony of blessing the motor-cars in the district of Quebec, at St. Louis de Courville, there were some 200 vehicles of all kinds massed round an open-air altar which had been specially erected. Mgr. C. N. Garipey performed the ceremony, following the celebration of Mass and a special sermon.

**Studebaker**

## HONG KONG DELIVERED PRICES.

### ERSKINE SIX

N.A.C.C. Horse Power Rating 18.15. Brake H.P. 43 at 3000 Revolutions. Piston Displacement 160.37 Cu. In. Wheel Base 107 inches. Speed 62 M.P.H.

|             |             |                       |          |
|-------------|-------------|-----------------------|----------|
| Tourer      | 5 passenger | Nett Weight 2294 lbs. | G\$1,150 |
| Club Sedan  | 5 passenger | "                     | 1,150    |
| Roadster    | 4 passenger | "                     | 1,200    |
| Cabriolet   | 5 passenger | "                     | 1,200    |
| Sedan Royal | 5 passenger | "                     | 1,250    |

All prices include Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

### DIRECTOR SIX

N.A.C.C. Horse Power Rating 17.34. Brake H.P. 70 at 3000 Revolutions. Piston Displacement 160.37 Cu. In. Wheel Base 113 inches. Speed 65 M.P.H.

|              |             |                       |          |
|--------------|-------------|-----------------------|----------|
| Tourer Royal | 5 passenger | Nett Weight 3070 lbs. | G\$1,450 |
| Roadster     | 5 passenger | "                     | 1,500    |
| Tourer Royal | 7 passenger | "                     | 1,550    |
| Club Sedan   | 5 passenger | "                     | 1,600    |
| Sedan Royal  | 5 passenger | "                     | 1,700    |

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

### COMMANDER SIX

N.A.C.C. Horse Power Rating 26.04. Brake H.P. 85 at 3000 Revolutions. Piston Displacement 331.8 Cu. In. Wheel Base 120 inches. Speed 72 M.P.H.

|                 |             |                       |          |
|-----------------|-------------|-----------------------|----------|
| Roadster Regal  | 4 passenger | Nett Weight 3315 lbs. | G\$1,900 |
| Club Sedan      | 5 passenger | "                     | 1,950    |
| Cabriolet Regal | 4 passenger | "                     | 2,000    |
| Sedan Regal     | 5 passenger | "                     | 2,000    |

All prices include 6 Wire Wheels, Choice of Upholstery, Front and Rear Bumpers, Extra Tires and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

### PRESIDENT EIGHT

N.A.C.C. Horse Power Rating 36.45. Brake H.P. 100 at 3000 Revolutions. Piston Displacement 513 Cu. In. Wheel Base 131 inches. Speed 80 M.P.H.

|                 |             |                       |          |
|-----------------|-------------|-----------------------|----------|
| Tourer State    | 7 passenger | Nett Weight 3760 lbs. | G\$2,500 |
| Sedan State     | 7 passenger | "                     | 2,500    |
| Berline State   | 7 passenger | "                     | 2,700    |
| Limousine State | 7 passenger | "                     | 2,900    |

All prices include 6 Wire Wheels, Choice of Upholstery, Front and Rear Bumpers, Extra Tires and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

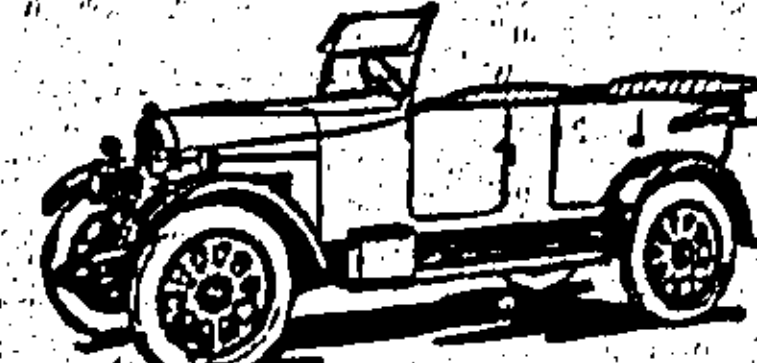
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| 9/20 H.P. 3/3 Seater with Dickey Seat  |
| 9/20 H.P. 4-Seater Tourer              |
| 9/20 H.P. 4-Seater Saloon              |
| 14/40 H.P. 2-3 Seater with Dickey Seat |
| 14/40 H.P. 4-Seater Tourer             |
| 14/40 H.P. 4-Seater Saloon             |
| 14/40 H.P. 4-Seater Coupe              |
| 14/40 H.P. 4-Seater with Dickey Seat   |



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Finest Service

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[A.P.]

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Every School, Office, Godown, Hotel,  
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should Avoid the Danger of Fire  
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## IMPERATOR FIRE EXTINGUISHERS

The Imperator is the most powerful  
powder Fire extinguisher in  
existence and is guaranteed  
to be proof against explosion.

It hurls a jet of powder  
12 to 18 yards which is far  
more efficacious than  
water, but it is so easy to  
handle that anyone with-  
out previous experience,  
even a child, can work it.

The Imperator powder  
keeps good indefinitely,  
is non-corrosive, odour-  
less, causes no damage  
to furniture, draperies,  
etc., and gives off no  
fumes.

For a small first cost  
Imperators are a perpetual  
safe-guard and insurance  
against damage to life and  
property by fire.

It is better to be sure than sorry!

To-day is the time to get full  
particulars of the Imperator from

ORIENTAL COMMERCIAL CO.

Bank of Canton Buildings.

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[A.P.]

### BABY CAR IN FRANCE.

FACTORY FOR 60,000 AUSTIN  
"SEVENS" A YEAR.

Arrangements have just been  
completed for the manufacture  
under licence of the Austin Seven  
baby motor-car in France.

This is a real triumph for British  
industry, as France is a large pro-

ducer of baby cars. Sir Herbert  
Austin, chairman of the Austin  
Motor Co., Ltd., told a motoring  
correspondent:

"The little Austin will go under  
a French name in France, but it  
will be identical with the car we  
produce here."

A factory is being equipped to  
turn out 60,000 cars a year.

So far France, England, and Italy  
are the only countries to recognise  
the value of the very small car.

## MOTURING NOTES (CONTD.)

### BRITISH MOTOR CAR TRIUMPH.

#### THREE OTHER NATIONS BEATEN.

### THRILLING DUEL WITH AN AMERICAN.

Le Mans, June 17th.

A splendid British motor triumph  
in France was achieved here this  
afternoon, when Captain Woolf  
Barnato, the millionaire sports-  
man, driving alternately with Mr.  
C. Rubin, another wealthy ama-  
teur, piloted a Bentley car to vic-  
tory in the 24-hours race over the  
Sarthe circuit.

The success is all the more no-  
table as the fastest sports cars of  
three nations, Italy, the United  
States, and France, driven by the  
greatest of Continental drivers,  
were also competing. The Bentley  
covered in the 24 hours a distance  
of 1,668.293 miles.

The average rate was therefore  
69.5 miles per hour. The distance  
is easily a record for the course.

The race is a severe one for  
both men and machines. The circuit  
is just over 20 miles long, and  
two drivers are allowed for each  
car, with a reserve driver in case  
of accidents.

Britain won last year, Dr. Ben-  
jafield and Mr. S. Davis piloting a  
Bentley to victory after their car  
had been damaged in a collision.

The victory to-day only fell to  
the British car after one of the  
sternest duels in the history of  
motor racing. The race quickly  
developed into an individual tussle  
between the United States and  
Britain, and for hour after hour  
through the night and until late  
this morning the Bentley and the  
American Stutz car waged the  
battle for leads of yards and  
seconds.

Dawn found the battle still going  
on, with only a minute between the  
two. A crowd of 200,000 people  
witnessed the British success.

#### All-night Watchers.

The race began at 4 p.m. yester-  
day and finished at 4 p.m. this  
afternoon. Thousands stayed on  
the course all night. Before dawn  
many women, worn out with the  
long vigil, lay asleep among the  
heather and beneath the trees of  
the woods that fringe the circuit.

The powerful headlights of the cars  
passing every minute or so shone  
on pale faces and recumbent figures.  
In the first three hours the Ben-  
tley team led, with the American  
Stutz, driven by two Frenchmen,  
M. Brisson and M. Bloch, on the  
tail of the last Bentley car. They  
could not shake the American car  
off. Again and again Captain Bar-  
nato looked back, only to see the  
bonnet of the Stutz.

#### Wheel Red Hot.

At the end of the third lap  
trouble began for the Bentley team.  
A tyre of the car driven by Mr.  
H. R. Birkin suddenly went flat  
while he was travelling at speed.  
Mr. Birkin made an effort to reach  
the pit, but the tread of the tyre  
came off, wound itself round the  
spokes of his wheel and the brake  
connections, forced on the brake,  
and the car plunged into a ditch.

Mr. Birkin was unhurt. He leaped  
out and tried to cut away the  
tyre with a penknife. The wheel  
was almost red-hot, and he received  
burns about the hands. Having  
freed the car, he ran four miles to  
the replenishment pit. M. Chaf-  
fagne, his partner, an elderly  
French driver, then spurred back  
for the four miles carrying two  
jacks. He was almost exhausted,  
but he repaired the trouble and  
continued the race.

Meanwhile the Bentley driven by  
Mr. Clement and Dr. Benjafield  
burst an oil-pipe. Captain Barnato  
and Mr. Rubin were alone left to  
deal with the Stutz.

At the beginning of the fourth  
hour the Stutz took the lead. The  
crowds in the grand stands shouted  
"America leads!" British hopes  
were now waning. Two of the  
Lagondas, which had been travel-  
ling well, crashed. Mr. Samuelson  
drove one into a sandbank and bar-  
rier at a bad corner in the village  
of Mulsanne. The car plunged into  
the bank and pushed down a bar-  
rier.

The second Lagonda, driven by  
Baron d'Erlanger, another million-  
aire driver in this wonderful race,  
was following close behind and  
crashed into the back of the first  
car. Baron d'Erlanger was cut over  
the eye, but carried on.

### ACROSS DARKEST AFRICA.

11.0 H.P. MORRIS CAR BLAZES  
TRAIL.

#### FROM LAGOS TO NOMBASA.

Amid all the propaganda directed  
against the British small car and  
all the much boasted, an English  
official has quietly driven his Mor-  
ris Cowley 3-seater right across the  
heart of Africa from Lagos in the  
West to Nombasa on the East  
Coast without any convoy of spies,  
without publicity; indeed, without  
being conscious of having done any-  
thing very remarkable.

Due for leave in England, Mr.  
C. M. Barton, a member of the

The frame of his car was twisted  
so badly that only the hand brake  
would act. The headlights were  
also damaged, and, when darkness  
fell, shone everywhere except on  
the road ahead. Despite this,  
Baron d'Erlanger, trusting only to  
the hand brake and also to the  
lights of other cars to guide him,  
continued to lap at an average  
speed of 64 miles an hour.

Again and again the attendants  
of the replenishment pit signalled  
him in but he would not stop.  
When at last he did so it was  
noticed that his face was streaked  
with blood.

Baron d'Erlanger is a member of  
the famous French banking family.  
The mechanics of the pit christen-  
ed him "Poker Face," as his ex-  
pression never changed while driv-  
ing or during the feverish run round  
during replenishments. His effort  
was one of the pluckiest episodes  
of the race. He actually finished  
with the frame completely broken  
and only held together by one bar.

It is the eleventh hour of the  
race—i.e., three o'clock this morn-  
ing. The Bentley and Stutz are  
still struggling together, the Stutz  
a few seconds ahead. Both came  
into the pit almost together, and  
we saw an interesting contrast in  
personalities.

Mr. Barnato steps out of his car.  
Mr. Bloch leaps out of the Stutz.  
Time, of course, is very precious.  
The English pit supervisor gives his  
orders calmly and deliberately.  
Only the driver can attend to the  
car, but he gets instructions from  
the pit.

"Shock absorber wants tighten-  
ing," said the supervisor. Mr.  
Barnato does his job quietly and  
deliberately.

"Take up some brake." Unhur-  
riedly but rapidly the orders are  
carried out.

Orders from a number of people  
are shot rapidly from the Stutz pit.  
Mr. Bloch dashes to and fro. A  
huge petrol filler is plunged into his  
rear tank. He hurls in time of  
petrol. So great is the excitement  
that Mr. Bloch does not notice that  
his tank is overflowing. Then time,  
after time after time is thrown in,  
until 12 gallons have overflowed on  
to the road. Only then did Mr.  
Bloch realise the situation.

At the other pit Mr. Rubin  
awakes from a brief sleep, drinks  
a glass of champagne, receives the  
O.K., gets into his seat, and is  
away a second ahead of the Stutz.  
Now a change comes over the  
race. A fog precedes the dawn.  
The crowds in the grand stands  
wait anxiously to see who will  
emerge from the mist. Suddenly  
headlights loom up. Who is it?  
As the car goes by the outline of  
the Bentley is faintly picked out.  
"Britain leads!" shout the crowd.

#### In A Fog.

It is not until three minutes later  
that the lights of the Stutz appear.  
The driver is troubled by the fog.  
For the next hour or so the Ben-  
tley creeps ahead in the mist. At  
eight o'clock in the morning people  
who had gone into Le Mans to  
sleep for the night and return after  
breakfast find the Bentley-Stutz  
struggle still continuing, but now  
the Bentley is ten minutes ahead  
and it gradually increases its lead  
throughout the morning. In the  
last hour the Stutz went lame.

The driver had to hold in his  
gear lever with his hand. Although  
the Bentley in the end beat the  
Stutz by about 60 miles the issue  
was in doubt until quite late in the  
day.

It was one of the greatest strug-  
gles ever seen in a road race. After  
the victory the two French drivers  
of the Stutz car dashed up and  
kissed the British drivers.

The final positions were:  
1. Bentley—Messrs. Barnato and  
Rubin. (British.)  
2. Stutz—Messrs. Brisson and  
Bloch. (American.)  
3. Chrysler—Messrs. Stossel and  
Bosignon. (American.)  
4. Chrysler—Count C. Chica and  
Mr. G. Chica. (American.)  
5. Bentley—Messrs. Birkin and  
Chaffagne. (British.)  
6. Alvis—Major Harvey and Mr.  
Purdia. (British.)

The Rudge-Whitworth Cup was  
won by a French Salmons—Daily  
Mail.

## A COSMOPOLITAN STAFF.

### STUDEBAKER EMPLOYEES AT SOUTH BEND.

#### 39 NATIONALITIES.

Studebaker and Erskine automo-  
biles are built by men from nearly  
every country in the world. This  
fact was revealed by a recent sur-  
vey of Studebaker employees, which  
showed that 2,892 employees repre-  
senting 39 nations, are engaged in  
building Studebaker and Erskine  
automobiles at South Bend, In-  
diana, U.S.A.

While these men are not actually  
working in their native countries,  
nevertheless their families and  
relatives share in their prosperity.  
Each year these men in South Bend  
send large sums of money to their  
families back home. Thus it is  
evident that the prosperity enjoyed  
by the men engaged in the produc-  
tion of these cars spreads into  
many other countries in addition to  
the United States.

The 39 nationalities, and number  
of each, employed in the Stude-  
baker plants at South Bend are as  
follows:—Hungary 899, Poland 848,  
Germany 231, Austria 164, Belgium  
163, Russia 96, Sweden 71, Canada  
69, England 63, Italy 62, Serbia 43,  
Yugo-Slavia 39, Holland 29, Portu-  
gal 28, Greece 22, Ireland 17, Scot-  
land 17, Denmark 16, Lithuania 15,  
Norway 8, Bulgaria 8, France 7,  
Switzerland 7, Syria 6, Roumania 3,  
Finland 3, Czechoslovakia 3,  
Albania 2, Australia 2, India 2,  
Korea 2, Mexico 2, Persia 2,  
Bohemia 1, Dutch East Indies 1,  
Slovakia 1, South America 1, Tur-  
key 1, and Wales 1.

## USEFUL FOR HONG KONG.

### A RUBBER HOOD FOR DIS- TRIBUTOR HEAD.

Adoption of a new device which  
makes the famous Studebaker Com-  
mander motor completely water-  
proof is one of the latest automo-  
tive improvements developed by  
Studebaker's engineering staff.

Every motorist who has had his  
engine die during a severe rain  
storm or after having driven  
through a stream will appreciate  
the value of this new development.  
It consists of a rubber hood over  
the distributor head, which not only  
protects the distributor, but com-  
pletely covers the ignition cables  
leading to the spark plugs.

The entire wiring system on the  
Commander is now thoroughly pro-  
tected against moisture. The spark  
plugs have rubber caps, and the  
spark plug cables are protected by  
a metal conduit on the cylinder  
head. All other wiring is enclosed  
in metal conduits or protected by  
rubber sheathing.

## VALUE IN BRITISH CARS.

### QUALITY AND LOW PRICES.

The year of 1928 has been marked  
by one thing—the low prices of  
first-class British cars. Small and  
medium sized cars are now within  
the reach of men and women with  
very modest means and the time  
may soon be coming when "every  
man his own car—and a British car  
at that" will be a British slogan.

The 14 h.p. Standards, at the new  
prices just announced, are examples  
of the very best British value.  
These cars are now listed at the  
following "home prices": Canley  
2-seater £220, Sidmouth tourer £225,  
Stratford tourer £230, Sherbourne  
touring saloon £265, Corley Coupé  
£280, Farnham fabric saloon £280,  
Pall Mall saloon £325.

The announcement of the new  
prices, coming just before Easter,  
was followed by large sales. Each  
car is remarkable value, but per-  
haps the most outstanding are the  
Stratford tourer, the Sherbourne  
touring saloon and the Farnham  
fabric saloon.

The Stratford is by no means an  
ordinary touring car, for the side-  
curtains are in reality windows, of  
the pull-up type, but made of  
celluloid instead of glass. Thus  
they can never become cracked or  
scratched—the two main disadvan-  
tages applying to side-curtains of  
the ordinary pattern. Many mo-  
torists, indeed, consider that this  
system, which was introduced by  
the Standard Co. two years ago and  
is fully patented by them, makes  
side-curtains preferable to glass  
windows, in that they are lighter,  
safer and cheaper. In addition, the  
car can be converted into a full  
tourer in a few seconds, should fine  
weather render this desirable.

Until recently the Farnham  
saloon cost £325, and at that figure  
it was considered very good value,  
with its excellent performance,  
luxurious upholstery and handsome  
appearance. At its new price of  
£280 there is little on the market  
to touch it. The same remarks  
apply to the Sherbourne touring  
saloon, which at £265 is particu-  
larly attractive.

## WOMAN'S TASK ON THE MOTOR TOUR.

### PACKING IS THE BIG PROBLEM.

[BY THE HON. MRS. VICTOR BRUCE.]

Much joy is linked up with the  
preparations for a motor-car tour-  
ing holiday. Map studying and  
itinerary making share with  
mechanical overhauling in making  
the last few days before the start  
a period of feverish enthusiasm and  
anticipation. Packing is the big  
problem, and like most difficult  
tasks it is often left to the women  
of the party.

The best way is to carry out a  
dress rehearsal the day before start-  
ing. It will inevitably be found  
that there isn't room for every-  
thing, and a revision of luggage  
arrangements on the morning of  
the start is irksome.

First, it is better to make a list  
of the things which each member  
of the party wants to take, as many  
separate lists as there are members.  
There will be barely room for es-  
sentials; in fact, any articles or  
garments which are not vitally  
necessary from day to day are bet-  
ter sent on by train to some large  
towns through which it will be  
necessary to pass within a day or  
so of a given date. At these halts  
soiled linen and so forth can be  
sent home. Several such towns,  
suitably spaced through the rough  
itinerary, can be selected.

#### Unscientific Packing.

Various ills can be caused by un-  
scientific packing. If the rear car-  
rier is overloaded, the car will be  
heavy and uncertain to steer, and  
even dangerously unstable on loose  
or greasy surfaces.

On the other hand, trunks suit-  
cases, or—worse still haphazard  
parcels carried in the interior of  
the car will seriously interfere with  
the comfort of the passengers.

Anything in the nature of restric-  
tion of movement of the feet or  
arms is fatal to full enjoyment,  
and it is really wise not to carry  
the car's nominal complement of  
passengers. A five-seater with only  
four aboard leaves just that little  
latitude which makes all the dif-  
ference—provided the absent fifth  
passenger's space is not filled with  
overflowing luggage. Luggage ex-  
posed on the rear carrier should be  
protected from rain and dust by  
waterproof sheeting.

Even though the more important  
meals are taken in hotels, it is  
often more enjoyable to have tea in  
a quiet dell, or by lake or river-  
side—and comforting, moreover, to  
have the means of obtaining a real  
home-made cup of tea at any hour  
of the day. A petrol stove, a com-  
bined kettle and teapot, and the  
necessary raw material are infinite-  
ly preferable to a vacuum flask for  
the purpose.

If the car is of the fast-disap-  
pearing open touring variety, the  
temptation to use the furled hood  
as a receptacle for odd articles  
should be avoided, since a shower  
of cameras—vital items of touring  
paraphernalia—is unpleasant when  
one is seeking protection from a  
sudden shower of rain, apart from  
the probable damage to the hood  
material.

Loose luggage in the car should  
be prevented from chafing the up-  
holstery. Spare oil supplies are  
more suitably carried in the tool-  
box or under the bonnet, while a  
petrol can can be fixed securely on  
the running board.—Daily Mail.

## WOMEN'S CAR RACE.

### FIRST AT BROOKLANDS.

LONDON, June 14th.

The ban on women racing motor-  
ists imposed by the Brooklands  
Automobile Racing Club has not  
only been lifted but the club has  
also organised a race for women to  
take place at the first evening  
meeting, also an innovation, next  
Thursday. The race is over two  
laps, and the meeting begins at 8  
p.m.

An official of the club said:  
"The decision to allow women to  
race is a sign of the times.  
Women are playing an increasing  
part in motoring."

Cars, including racing cars, are  
also changing. The heavy, un-  
wieldy type is disappearing and  
its place is being taken by the  
very fast small car, which women  
are able to handle.

It has not yet been decided to  
allow women to race against men  
at our ordinary meetings.

The women who have entered  
are:

Miss M. J. Maconachie, Salmons  
(French).  
Miss M. M. Bond, Bugatti  
(French).  
Miss H. M. Lister, Aston-Martin  
(British).  
Hon. Mrs. Victor Bruce, A.C.  
(British).  
Mrs. K. Martin, Riley (British).  
Miss Melchers, Bugatti (French).  
Mrs. W. B. Scott, Sunbeam  
(British).

Miss Lister is the owner of a  
number of racing cars. Mrs. Mar-  
tin is the wife of Mr. Lionel Mar-  
tin, the Brooklands driver, and she  
has acted for him on many occa-  
sions as pit attendant and mechanic.  
Mr. Victor Bruce has done a good  
deal of speed work on the  
Monthery track near Paris.

## WIFE WHO WAS CHERISHED LIKE A JEWEL.

### A PURDAH PROBLEM.

[BY THE WIFE OF A POLITICAL  
OFFICER.]

The bead chicks swayed and  
tinkled behind me as I crossed the  
threshold of the women's apart-  
ments.

The perfumed air was dim, as it  
needs must be when broad veran-  
dahs keep off the light and heat of  
the sun, and for a moment I could  
not distinguish my hostess among  
the little group of silk-clad figures.

Then her Highness came forward  
and, leading me by the hand, made  
me sit beside her on the divan.  
While her women brought garlands  
of flowers to hang round my neck,  
jasmine bracelets for my wrists, and  
rosewater in a slender silver flagon.

Where Pearls Are Scattered Like  
Confetti.

Nothing is too good for the  
honoured guests, and I have seen  
pearls scattered in the path of  
Queen Mary with as careless a  
gesture as we strew confetti at a  
Western wedding.

We sipped sherbet and chatted  
on innumerable subjects while I  
waited patiently to hear the reason  
why I had been summoned with  
such urgency from so far away.

#### Sunset From The Palace Roof.

Presently we went out on to the  
palace roof to watch the sunset.  
The women, many of them family  
dependants, were dismissed and we  
were alone. The palm trees stood  
black against the crimson sky, the  
elephant bells jangled, and the fly-  
ing foxes woke up and with shrill,  
chattering cries started on their  
nightly pillage of the fruit orchards.

Below us in the tank the sacred  
crocodiles churned the water as  
they fought for the carcass of a  
goat which the priests flung down  
to them.

#### Princess Who Preferred Purdah To Freedom.

Years ago, when I had first met  
the princess, I had offered clumsy  
Western sympathy upon the depri-  
vations of her life under the pur-  
dah system. But she would have  
none of it. "Come out of the zenana!  
Be exposed to the gaze  
of every coolie on the road, every  
stranger who comes to the palace?  
What indignity! What indignity!  
No, let me live as the women of  
my race have ever lived, cloistered,  
apart, and treasured. To a Jew  
to be hidden from curious eyes,  
existing only for him and for his  
family."

And I was left to ponder this,  
to me quite new aspect of the veiled  
women problem.

#### Sharing The Honours Of Wifedom.

But now I was to learn how fate  
had taught this graceful, fragile  
piece of womanhood, and was pre-  
paring to break her on the wheel.  
Here was her problem.

She had no children, but up to  
the moment this had in no way  
alienated her husband's affection.  
The adoption of an heir would  
readily be sanctioned. Suddenly  
the Prime Minister, always her  
secret enemy, had intrigued that  
his own daughter should share the  
honours of wifedom, and his High-  
ness, a weak man and possibly in  
the power of his State adviser, was  
on the verge of consenting.

#### Helpless In The Face Of Tragedy.

If this happened life would be  
over for my friend. Was there  
nothing to be done? Could the  
British Raj help her in this ex-  
tremity? Sadly I was silent, for  
I knew that Government would  
never interfere in what was really  
a perfectly natural and legitimate  
proposition.

The Prime Minister might be a  
double-dyed scoundrel—privately I  
had no doubts on the subject—but  
proof of this would be impossible  
to obtain. She clung to me and  
wept.

From far away came the call of  
the hunting leopard and the mo-  
tionous rhythmic throbbing of the  
tom-tom. I felt as if I had been  
thrust back into some far-off, bar-  
baric, elemental age where modern  
civilisation and its conventions held  
no place. But the moment passed,  
for life never stands still, and with  
all my pity and all my sympathy,  
there was nothing whatever in the  
world to be done—I could only say  
"good-bye" and go.—Daily Mail.

## POMPADOUR'S GOLD SNUFF BOX.

Just under 248,000 was realised in  
about two hours for 70 lots of  
furniture and other art objects at  
Messrs. Christie's sale rooms.  
The chief lot consisted of a  
Queen Anne walnut console table,  
mirror, and two torches which  
were knocked down to Mr. Moss  
Harris for the record sum of  
£10,603.

Ten miniatures taken by James  
II. to St. Germain when he fled the  
country in 1688 were sold. A hun-  
dred years ago these miniatures  
were sold at Christie's for £147.  
Yesterday they produced £6,767.

Another item was Madame de  
Pompadour's gold snuff box, sold  
for £2,360.







# CHINA NAVIGATION COMPANY, LIMITED.

|   |  |
|---|--|
| HONGKONG & PORT RAYON ... "HUPH" ... On 11th July, 9 a.m.                 |  |
| SWATOW & SHANGHAI ... "LINAN" ... On 12th July, 2 p.m.                    |  |
| SHANGHAI & TIENTSIN ... "SUIYANG" ... On 14th July, 5 a.m.                |  |
| WENHAIWEI, CHIAOCHOW & TIENTSIN ... "KUBICHOV" ... On 14th July, 4 p.m.   |  |
| AMOI, SWATOW, SINGAPORE & BANGKOK ... "KINGYUAN" ... On 15th July, 6 a.m. |  |
| SWATOW & BANGKOK ... "KALGAN" ... On 15th July, 1 p.m.                    |  |
| SWATOW, SHANGHAI, NEW CHWAN & DALNY ... "KANCHOV" ... On 16th July, Noon  |  |
| AMOI, SHANGHAI & TIENTSIN ... "SHANTUNG" ... On 17th July, 6 a.m.         |  |
| HONGKONG, PAKHOI & HAIPHONG ... "CHENAN" ... On 18th July, 10 a.m.        |  |
| SWATOW & SHANGHAI ... "SOOCHOW" ... On 19th July, 3 p.m.                  |  |
| SHANGHAI & TIENTSIN ... "ANKING" ... On 21st July, 6 a.m.                 |  |
| AMOI, SWATOW & SINGAPORE ... "KANGCHOW" ... On 22nd July, 9 a.m.          |  |
| SWATOW & BANGKOK ... "SINKAING" ... On 23rd July, 1 p.m.                  |  |
| SWATOW, SHANGHAI, NEW CHWAN & DALNY ... "YINGCHOW" ... On 23rd July, Noon |  |
| AMOI, SHANGHAI & TIENTSIN ... "SINKAING" ... On 24th July, 6 a.m.         |  |

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, have now been reduced to 880 SINGLE and \$90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE

## AUSTRALIAN-ORIENTAL LINE, LIMITED.

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THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

| SHIP    | Days from Hong Kong on or about | SALES OF CARGO ON OR ABOUT |
|---------|---------------------------------|----------------------------|
| TAIPING | In Port                         | 17th July                  |
| CHANGTE | 7th August                      | 17th August                |
| TAIPING | 7th September                   | 14th September             |
| CHANGTE | 8th October                     | 18th October               |

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.

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(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)  
AND  
AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

| SHIP                 | Days from Hong Kong on or about | SALES OF CARGO ON OR ABOUT |
|----------------------|---------------------------------|----------------------------|
| "DARDANUS"           | Via Suez Canal                  | 27th July                  |
| "CITY OF EVANSVILLE" | Via Suez Canal                  | 10th August                |
| "LYCAON"             | Via Suez Canal                  | 14th August                |

For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, on this BANK LINE LTD., HONG KONG HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

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BY  
FAST MOTOR VESSELS  
TO  
BOSTON  
AND  
NEW YORK

|                           |             |
|---------------------------|-------------|
| M.V. "MALAYAN PRINCE" ... | 26th July   |
| S.S. "ROYAL PRINCE" ...   | 22nd August |

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

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MAIL AND CARGO STEAMERS TO AND FROM  
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

|                  |           |
|------------------|-----------|
| From Marseilles  |           |
| ANDRE LEBON ...  | 17th July |
| CHENONORBAUX ... | 31st July |
| PORTHOUS ...     | 14th Aug. |
| ATHOS II ...     | 28th Aug. |

|                               |           |
|-------------------------------|-----------|
| From Dunkirk, Antwerp, London |           |
| LE ST. LOUBERT ...            | 22nd July |
| B.F. (Cargo) ...              | 22nd July |

|                        |           |
|------------------------|-----------|
| For Shanghai and Japan |           |
| ANDRE LEBON ...        | 17th July |
| CHENONORBAUX ...       | 31st July |
| PORTHOUS ...           | 14th Aug. |
| ATHOS II ...           | 28th Aug. |

|                  |           |
|------------------|-----------|
| For Marseilles   |           |
| ANGERS ...       | 17th July |
| PAUL LEOAT ...   | 31st July |
| ANDRE LEBON ...  | 14th Aug. |
| CHENONORBAUX ... | 28th Aug. |

|                                 |          |
|---------------------------------|----------|
| For Rotterdam, Hamburg, Dunkirk |          |
| MIN (Cargo) ...                 | 4th Aug. |

For full Particulars, apply to—  
Cie des MESSAGERIES MARITIMES,  
4, rue de la Harpe, C. 651 and 740. 8, QUEEN'S BUILDING.

3

## Shipping News

Arrivals and Departures, etc.

### ARRIVALS.

July 9th.

Hector, British str., 11,168 tons, Capt. A. Ouden, from Shanghai, which port she left on July 7th, with 3,349 tons of general cargo, lying at Holt's Wharf.—B. & S.

Hellas, Norwegian str., 1,114 tons, Capt. T. Davidson, from Bangkok and Swatow, with rice and general cargo, lying at buoy No. C46. Thoresen & Co.

Kueichow, British str., 1,290 tons, Capt. A. F. Summerfield, from Tongku and Swatow, with a general cargo, lying at buoy No. C37.—B. & S.

Oldenburg, German str., 5,106 tons, Capt. O. Hensen, from Hamburg and Singapore. The latter port she left on July 4th, with a general cargo, lying at Kowloon Wharf.—Jensen & Co.

Ombilin, Dutch str., 3,195 tons, Capt. M. Schreuder, from Sourabaya and Stagen, with a cargo of rice, lying at buoy No. A10.—J.C.C.L.

Saka Maru, Japanese str., 3,385 tons, Capt. M. Yamamoto, from Karatsu, which port she left on July 2nd, with a cargo of coal, lying at buoy No. B50.—Y.K.K.

July 10th.

Anking, British str., 2,047 tons, Capt. C. P. Cole, from Singapore and Amoy, with a general cargo, lying at buoy No. B11.—B. & S.

Cremer, Dutch motor ship, 2,784 tons, Capt. G. J. Harmsen, from Singapore, which port she left on July 8th, with a general cargo, lying at buoy No. A3.—J.C.C.L.

Hanoh, French str., 630 tons, Capt. L. Cruchot, from Fort Bayard, with a general cargo, lying at buoy No. B21.—M.M.

Kawachi Maru, Japanese str., 3,568 tons, Capt. Takaharu Otsuda, from Buenos Aires and Singapore. The latter port she left on July 4th, with a general cargo, lying at buoy No. A29.—N.Y.K.

Linan, British str., 1,356 tons, Capt. T. Beer, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

Pembrokehire, British str., 4,608 tons, Capt. Suter, from Shanghai, which port she left on July 7th, with a general cargo, lying at buoy No. A1.—Jardine, Matheson & Co.

Philippines, British str., 11,446 tons, Capt. H. S. Andrews, from Liverpool and Singapore. The latter port she left on July 5th, with 9,100 tons of general cargo, lying at Holt's Wharf.—B. & S.

### CLEARANCES.

July 10th.

Altai Maru, for Saigon. Bellingham, for Manila. Hare Jahan, for Saigon. Empress of Asia, for Manila. Fuk Tai, for Khabov. Hui Hong, for Swatow. Harmod, for Bangkok. Hector, for Singapore. Hsin Foo Sing, for Saigon. Hupoh, for Hoihow. Kawachi Maru, for Kobe. Kueichow, for Canton. Lee Cheung, for Shanhai. Linan, for Canton. Pembrokehire, for Singapore. Peru, for Singapore. Sui Sang, for Singapore. Tak Hing, for Macao. Tak Hing, for Amoy. Tjibodan, for Amoy. Tjibodan, for Amoy. Tjibodan, for Amoy. Tjibodan, for Amoy.

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## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS.

To

SEASHIP

DATE

TSINGTAU via SWATOW & SHANGHAI

"FOOSHING" Wed., 11th July, at Noon

"CHAKSANG" Sun., 15th July, at Noon

"YATSHING" Wed., 15th July, at Noon

"KWONGSANG" Sun., 22nd July, at Noon

OSAKA via AMOI, S'HAL, MOJI & KOBE

"HOSANG" Fri., 13th July, at 7 a.m.

"KUTSANG" Fri., 20th July, at 7 a.m.

"NAMSANG" Fri., 20th July, at 7 a.m.

"KUMSANG" Thurs., 16th Aug., at 7 a.m.

CANTON

"WAISHING" Wed., 11th July, at 8 p.m.

STRAITS & CALCUTTA

"FOOKSANG" Wed., 25th July, at 3 p.m.

SINGAPORE

"YUENSANG" Thurs., 18th July, at 3 p.m.

SANDAKAN

"HINSANG" Wed., 25th July, at 3 p.m.

TIENTSIN

"CHEONGSHING" Thurs., 12th July, at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD

GENERAL MANAGERS.

Telephone: CENTRAL No. 215.

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## GLEN LINE.

FARE: HONG KONG TO LONDON £88.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENSHANE" ... (via Oran) 12th Aug.

Motor Vessel "GLENOGLE" ... (via Oran) 11th Sept.

Motor Vessel "GLENAPP" ... (via Oran) 31st Oct.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK

Steamship "CARDIGANSHIRE" ... 15th July

Motor Vessel "GLENOGLE" ... 29th July

Motor Vessel "GLENAMOI" ... 10th Aug.

Motor Vessel "GLENABBY" ... 1st Sept.

For Freight, Passage and further Particulars, apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

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## NORDEUTSCHER LLOYD BREMEN

FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:

Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:

Cabin class ... £80. Intermediate class ... £50.

NEXT SAILINGS TO EUROPE:—

Freight S.S. "Imax" ... departure 15th July

Pass. S.S. "COBLENTZ" ... departure 29th July

Freight S.S. "Grandon" ... departure 11th August

Pass. S.S. "FULDA" ... departure 24th August

Freight S.S. "Ludwigshafen" ... departure 31st August

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

Through Bills of Lading issued to all parts of the world.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)

FARE FROM HONG KONG TO SHANGHAI:

Cabin class ... £75.00. Intermediate class ... £45.00.

Freight S.S. "Ludwigshafen" ... due here 23rd July

Pass. S.S. "FULDA" ... due here 30th July

Freight S.S. "Oder" ... due here 15th August

MELCHERS & CO.

AGENTS, HONG KONG.

Telephone C. 4557. 3, Chester Road. Queen's Building

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## CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.  
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

## SAILINGS 1928.

| Steamers          | Hong Kong | Shanghai | Kobe     | Yokohama | Vancouver |
|-------------------|-----------|----------|----------|----------|-----------|
| EMPEROR OF ASIA   | July 18   | July 21  | July 24  | July 26  | Aug. 4    |
| EMPEROR OF CANADA | Aug. 8    | Aug. 11  | Aug. 14  | Aug. 16  | Aug. 25   |
| EMPEROR OF RUSSIA | Aug. 29   | Sept. 1  | Sept. 4  | Sept. 6  | Sept. 15  |
| EMPEROR OF CANADA | Sept. 12  | Sept. 15 | Sept. 18 | Sept. 20 | Sept. 29  |
| EMPEROR OF RUSSIA | Oct. 3    | Oct. 6   | Oct. 9   | Oct. 11  | Oct. 20   |
| EMPEROR OF CANADA | Oct. 24   | Oct. 27  | Oct. 30  | Nov. 1   | Nov. 10   |
| EMPEROR OF RUSSIA | Nov. 7    | Nov. 10  | Nov. 13  | Nov. 15  | Nov. 24   |
| EMPEROR OF CANADA | Nov. 23   | Dec. 1   | Dec. 4   | Dec. 6   | Dec. 15   |
| EMPEROR OF RUSSIA | Dec. 12   | Dec. 15  | Dec. 18  | Dec. 20  | Dec. 29   |
| EMPEROR OF CANADA | Jan. 18   | Jan. 21  | Jan. 24  | Jan. 26  | Feb. 5    |
| EMPEROR OF RUSSIA | Feb. 8    | Feb. 11  | Feb. 14  | Feb. 16  | Feb. 25   |

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

## SPECIAL FARES TO EUROPE

£120: First class throughout.

£112: First class Pacific and rail. Cabin class Atlantic.

£83: Second class Pacific, first class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

## HONGKONG-MANILA SERVICE

| Leave Hong Kong | Arrive Manila | Leave Manila      | Arrive Hong Kong |
|-----------------|---------------|-------------------|------------------|
| July 31         | Aug. 2        | EMPEROR OF CANADA | Aug. 3           |
| Aug. 21         | Aug. 23       | EMPEROR OF RUSSIA | Aug. 24          |

## CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHECKS

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAO."  
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

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## THROUGH BOOKING TO EUROPE AT REDUCED RATES

2150, 2115, 2110, 2102, 2083, via SAN FRANCISCO.

6340, 6340 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SIBERIA MARU (Call Keelung) ... Tuesday, 24th July

TAIYO MARU ... Wednesday, 8th Aug.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

KAMO MARU ... Saturday, 14th July

KATORI MARU ... Saturday, 28th July

SYDNEY & MELBOURNE via Manila & Port.

KI MARU ... Wednesday, 25th July

MISHIMA MARU ... Wednesday, 22nd Aug.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU ... Friday, 12th July

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

GINYO MARU ... Thursday, 12th July

SOUTH AMERICA (East Coast) via Singapore, Cebu

Town & Ports:

KAMAKURA MARU ... Wednesday, 11th July

NEW YORK and/or BOSTON via PANAMA.

KAKO MARU ... Saturday, 14th July

LIVERPOOL via Fort Said, Genoa & Marseilles.

DURBAN MARU ... Wednesday, 11th July

CAIRO via Singapore, Penang & Bangkok.

HAKODATE MARU ... Wednesday, 18th July

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 20th July

SHANGHAI, KOBE & YOKOHAMA.

TAJIMA MARU ... Saturday, 14th July

MURORAN MARU (Mojito direct) ... Wednesday, 18th July

HAKONE MARU ... Monday, 23rd July

+ Cargo only. Subject to alteration without notice.

NIPPON YUSEN KAISHA.

For further information, apply to—

Telephone Central No. 292 (Private exchanges to all Dept.).

KONINKLYKE PAKETVAART  
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

THE MOTOR VESSEL

## "CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 19th July.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—£125.

In connection with the Royal Packet, N.Y. Co.'s (R.P.M.) Service to destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YONG BUILDING, CHATER ROAD.

## Shipping News

Daily Statement, Waterfront News,  
Vessels Expected, etc.

## YESTERDAY'S FREIGHT RETURNS.

GENERAL INCREASE OF CARGO.

## BRITISH THROUGH FREIGHTS GOOD.

The general cargo returns for Hong Kong and ports beyond showed a very satisfactory increase over the previous day's returns. The British imports were not very high, but through cargo was very good with an average of over 3,000 tons per vessel. Fourteen arrivals and twelve departures were shown for the 24 hours ended at 9 a.m. yesterday and British ships headed the list with six arrivals and five departures.

Fourteen vessels discharged cargo for this port amounting to 22,428 tons. Six British ships were responsible for 3,291 tons, and the best cargo return was shown by the a.s. *Ambika* (Dutch) from Surabaya with 7,490 tons of sugar. The a.s. *Saki Maru* also discharged 6,737 tons of coal from Karatsu.

Through freights were high with a total of 23,494 tons. Six British vessels carried 19,193 tons with the a.s. *Philoctetes* (British) as best carrier with 8,400 tons of general cargo from Swatara and Singapore. The a.s. *Oldenburg* (German) from Hamburg and Singapore had 6,490 tons of general cargo.

The arrivals and departures during the period under review were as follows:—

|           | Arr. | Dep. |
|-----------|------|------|
| British   | 6    | 5    |
| Japanese  | 2    | 1    |
| Norwegian | 1    | 1    |
| Chinese   | 1    | 2    |
| Dutch     | 9    | 1    |
| German    | 2    | 0    |
| American  | 0    | 1    |
| Total     | 14   | 12   |

## VESSELS EXPECTED.

American Mail Line.

President Grant, July 16th.

Australia-Oriental Line.

Changteh, August 7th.

Taipei, September 7th.

Bank Line.

City of Osaka, July 13th.

City of Evansville, July 20th.

City of Hartford, August 4th.

City of Halifax, August 17th.

City of Khio, September 1st.

City of Lincoln, September 14th.

City of Edinburgh, October 10th.

British India and Apcar Line.

Talamba, July 13th.

Talamba, July 21st.

Talamba, August 1st.

Walfield, August 5th.

Talawa, August 8th.

East Asiatic Co., Copenhagen.

Danmark, to-morrow.

Siam, July 20th.

Java, July 28th.

Eastern and Australian Lines.

Tanda, August 6th.

St. Albans, September 3rd.

Arafura, October 1st.

Glad Line.

Pembroke, to-day.

Cardigan, July 14th.

Glenagly, July 20th.

Glenagly, August 10th.

Carmarthenshire, August 20th.

Glenagly, September 1st.

## Straits Settlement Line.

Hector, to-day.

Vingchow, July 17th.

Chazenor, July 20th.

Achilles, July 24th.

Perseus, July 24th.

Talithy, July 24th.

Theresa, July 25th.

Dardanus, July 27th.

Arcton, July 30th.

Hellas, August 6th.

Phenix, August 6th.

Calcutta, August 11th.

Teucer, August 14th.

Automedon, August 17th.

Antiochus, August 20th.

Philoctetes, August 21st.

Elpenor, August 22nd.

Sarpedon, August 23rd.

Tyndarus, September 2nd.

Orontes, August 31st.

Menelaus, September 7th.

Enryolus, September 8th.

Alachon, September 12th.

Talamon, September 12th.

Patroclus, September 15th.

Proteus, September 15th.

Matoppe, September 29th.

Asyandis, October 9th.

Adriatic, October 17th.

Antenor, October 18th.

Agapenor, October 18th.

Izion, November 6th.

Hamburg-Amerika Line and

Hugo Stinnes Line.

Saarland, July 16th.

Uarda, July 27th.

Heddeburg, August 5th.

Rheinland, August 20th.

Havestadt, August 31st.

Java-China-Japan Line.

Tjikini, July 13th.

Tjikarom, July 16th.

Tjikembang, July 19th.

Tjikpanas, July 19th.

Tjikondari, July 23rd.

Tjikobek, July 30th.

Tjikanoek, July 30th.

Tjikarang, August 2nd.

Message Lines.

Anger, July 17th.

St. Louis, July 22nd.

Chenonceau, July 31st.

Porton, August 14th.

Athos II., August 28th.

Nippon Yusen Kaisha.

Kamakura Maru, to-day.

Kako Maru, July 13th.

Kamo Maru, July 13th.

Hakodate Maru, July 17th.

Siberia Maru, July 17th.

Mishima Maru, July 19th.

Aki Maru, July 24th.

Seiya Maru, July 28th.

Katori Maru, July 27th.

Tatsumo Maru, July 30th.

Bingo Maru, July 31st.

Taiyo Maru, August 1st.

Atsuta Maru, August 10th.

Tengo Maru, August 14th.

Mishima Maru, August 17th.

Tatsumo Maru, August 21st.

Kashima Maru, August 24th.

Korata Maru, August 28th.

Hakone Maru, September 7th.

Bokuyo Maru, September 10th.

Lyons Maru, September 16th.

Tango Maru, September 18th.

Rakuyo Maru, October 24th.

Peninsular and Oriental.

Kidderpore, July 13th.

Rajputana, July 19th.

Rawalpindi, July 21st.

Nankin, July 28th.

Kalyan, August 2nd.

Kashmir, August 4th.

Naldara, August 10th.

Kashgar, August 30th.

Morea, September 13th.

Kheda, September 27th.

Macedonia, October 18th.

Karimnagar, October 19th.

Khyber, October 28th.

Madwa, November 9th.

Manila, December 7th.

## DAILY WATERFRONT NEWS.

CAPTAIN SPINK'S LETTER.

WATERFRONT OPINIONS OF S.S. "ROCHOW."

[BY LONGBOROUGHMAN.]

No small interest was aroused by the publication of the letter from the master of the *Tai Ming* (Capt. Spinks) in which he criticised the decision of the Marine Court of Inquiry. The letter carried weight as it was written by one, who has had years of practical experience of the West River, and of the dangerous Wangmoon Bar.

Our representative interviewed a number of the masters of River boats, both on the West River, and Canton River runs. However, no two Captains held the same opinion of the decision of the Marine Inquiry. Some praised Captain Spink's letter, while others remarked that he made the Wangmoon Bar "black" than it really was. "One of the Captain's arguments was very clear on this point. He intimated that the Bar was crossed once every four days by boats on the West River run, and seldom did mishaps occur. With a little caution and attention to the Chinese pilot the passage was not as hard as it was stated to be. Several masters agreed that the marks and buoys at the spot were few and insufficient.

Two Deaths On S.S. "Taima."

The master of the a.s. *Taima* (British) which arrived here yesterday from Calcutta and Singapore reports two deaths from bronchial pneumonia and heart failure. The vessel carried 1,365 Asiatic deck passengers.

Asiatic Deck Passengers.

Six vessels brought 3,427 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

Cable Laying In Hong Kong Harbour.

The following Notice to Mariners was issued by the Harbour Master yesterday:—"Cable-laying operations will take place between Star Ferry Pier, Hong Kong and Holt's Wharf, Kowloon, from Wednesday, 11th instant, until further notice. The vessel employed in this connection will carry the appropriate signal in accordance with International Collision Regulations."

## SHIPPING MOVEMENTS.

The a.s. *Talamba* (B.I. and Apcar Line) will leave Amoy for Hong Kong to-morrow (Thursday) afternoon, and is due here on Friday afternoon. She will leave for Singapore, Penang and Calcutta at 2.30 p.m. on Sunday, July 15th.

Norddeutscher Lloyd, Bremen.

Ludwigshafen, July 23rd.

Kula, July 30th.

Oder, August 15th.

Prinze Line.

Malayan Prince, July 28th.

Royal Prince, August 22nd.

Swedish East Asiatic Co., Ltd.

Agre, to-day



